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# Navy News

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No. 138 DECEMBER, 1965

Published first Thursday of the month

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## Anxious moments when 'Leander' frigate launched

### ADMIRALTY'S PROBLEM: MORE WORK THAN SHIPS

**I** NAME this ship Juno and may God bless her and all who sail in her." With these time-honoured words, Lady Bush, wife of Vice-Admiral Sir John Bush, Vice-Chief of the Naval Staff, launched the 'Leander' class frigate H.M.S. Juno at the yard of John I. Thornycroft at Woolston on November 24.

Lady Bush broke a bottle of champagne against the frigate's bows and the large crowd expected the ship to start her way down the slipway. There was, however, a certain reluctance on the part of the ship to enter the water. It was, possibly, only a matter of seconds, but to those waiting it seemed interminable.

Some young workmen who had helped to build the ship relieved their pent up feelings by a half-hearted cheer, but their sighs of relief as she started to move and, ever so gracefully, glided into her element, turned to full throated cheers as she floated, in perfect trim, at the end of the slipway.

The religious service was conducted by the Lord Bishop of Southampton, the Rt. Revd. Kenneth Lamplugh.

#### SEVENTH OF NAME

Juno is the seventh major vessel to be built for the Royal Navy this year and she is also the seventh ship to be called Juno.

The sixth ship of the name was a destroyer of 1,690 tons, launched in 1938 and sunk by aircraft during the Battle of Crete on May 21, 1941.

The Standard displacement of the Juno is about 2,000 tons and the ship has an overall length of 372 feet and a beam of 41 feet. Complement is 17 officers and 246 ratings. She has 4.5-inch guns in a twin mounting directed by a fully automatic radar-controlled fire control and gun direction system; a Seacat ship-to-air guided missile system and an anti-submarine mortar. She will be fitted with the latest equipment for detecting and attacking submarines and will carry a helicopter.

The many guests included the Mayor and Mayoress of Southampton (Alderman R. G. Haskell, J.P. and Mrs. Haskell) and Civic Dignitaries in Southampton; Vice-Admiral P. Walker (Director-General of Dockyards), H.E. the Ambassador for the State of Kuwait; the General Manager of Portsmouth Dockyard and many others connected with Shipping and the various fields of Industry.

At a luncheon after the launching ceremony, Mr. John Thornycroft, Chairman of

Thornycrofts, warned that the cost of ships will continue to rise and shipbuilders can do with some help from the Government by stabilising the cost of living and eliminating the almost continuous demands for wage increases.

Mr. Thornycroft said that Juno is due to complete in April, 1967, and those at Woolston were determined to keep to that date despite the magnitude of the task. In this connection he instanced the work of the Electricians during the fitting out period. "The electrical services involve over 100 miles of electric cables," he said. "Many of the cables are one or two cores, but others may have up to 45 cores. If you measured cores it would be over 500 miles."

#### HARD-WORKED FRIGATES

Speaking of the Navy's shortage of frigates he said: "It has been impressed on us all, that the Royal Navy has so few frigates, and they are now worked so hard, that it is imperative that all the equipment should run with the minimum of maintenance, and without any failures. To achieve this an elaborate system of quality control is being introduced. This, I fear, must add to the original building costs, but it may well be a good investment of the taxpayers' money."

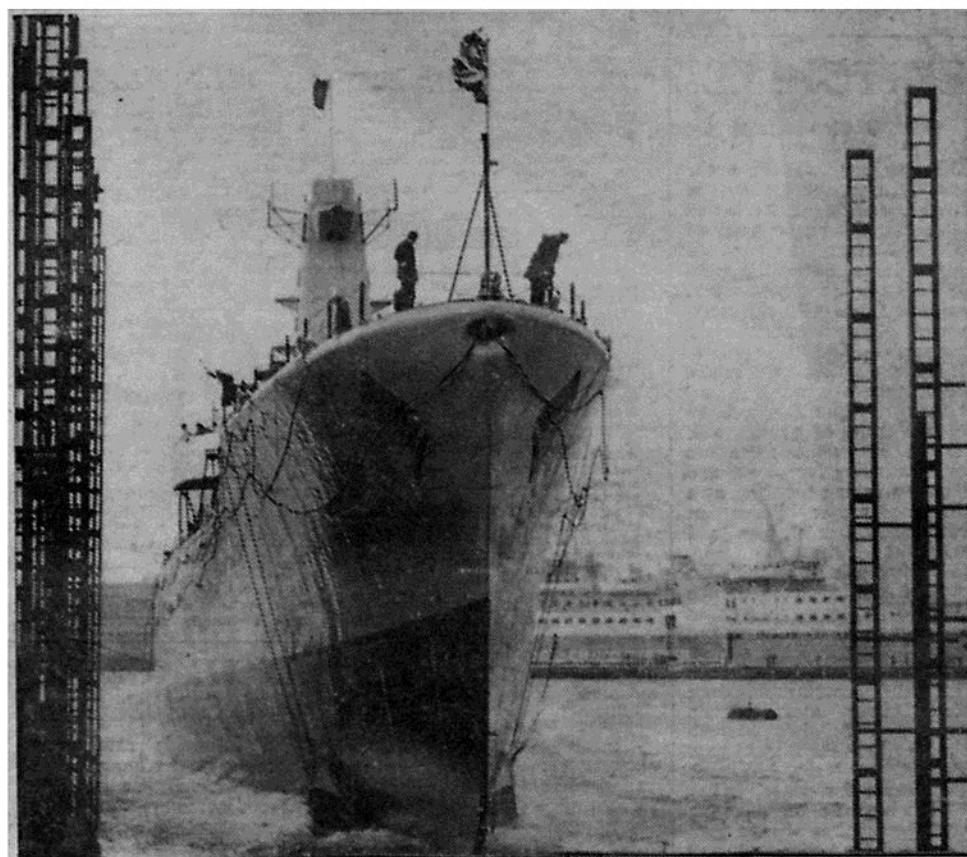
"There is also, of course, the human element, and it is only by the experiences of those who actually do the installation and fitting-out that final perfection and quality can be achieved. Unless such a firm as ours can achieve a reasonable continuity of naval work, it becomes very difficult to have available experienced personnel in the many different trades involved."

Lady Bush said she was thrilled to have launched the ship—"It was the nicest thing I've ever been asked to do."

In a most amusing speech

Vice-Admiral Bush recalled standing by another Thornycroft ship, the Nubian, and said "No one builds a better ship than Thornycrofts."

He said the Admiralty had quite a problem. There were so few ships to do so much work. The quality of our present ships was excellent, but quality was not enough. "We must build more ships."



The launch of the 15th 'Leander' class frigate—Juno—at the yard of Messrs. John I. Thornycroft & Co., Ltd., Woolston, on November 24

*Navy News wishes its  
readers and advertisers  
a happy Christmas  
and  
prosperous New Year*

## MEN WHO ALTERED THE COURSE OF THE WAR VISIT LEE-ON-SOLENT

**W**HEN the Fleet Air Arm remembered the raid on Taranto in 1940 at H.M.S. Daedalus on November 12, 12 of the men who took part in the raid were guests at the annual Taranto Dinner.

Outside the wardroom mess was a Swordfish aircraft—a 'Stringbag'—reviving memories of the men of 813, 815, 819 and 824 Squadrons who flew from H.M.S. Illustrious on the night of November 11, 1940, and by destroying the might of the Italian Fleet, altered the whole course of the war in the Mediterranean.

The 12 were Cdr. G. R. M. Goring, Capt. D. G. Goodwin, Cdr. K. C. Grieve, Cdr. J. W. Hale, Rear-Admiral H. R. B. Janvrin, Cdr. C. B. Lamb, Lieut.-Cdr. J. W. Neale, Capt. J. I. Robertson, Lieut. W. C. Sarra, Cdr. N. J. Scarlett-Streatfield, Capt. A. W. F. Sutton and Capt. K. Williamson. Rear-Admiral Janvrin is the only one now serving.

Among other guests at the dinner were Vice-Admiral D. C. E. Gibson (Flag Officer, Naval Air Command), Vice-Admiral R. Bell-Davies, V.C., and Mr. Marcel-Lobelle, who designed the Swordfish aircraft.

The President of the Mess, Cdr. N. Perrett, R.N., said: "Before Taranto, the fleet in general, and gunners officers in particular, believed that an enemy fleet could only be de-

stroyed within the range of guns. Nobody had ever attempted to destroy a fleet with aircraft. By sheer guts, superb seamanship and brilliant execution of an even more brilliant plan, Taranto provided the deeds which put the Fleet Air Arm on the map and altered the whole course of the war in Mediterranean and laid the foundations for ultimate victory in North Africa."

Cdr. Perrett went on "It is perhaps a sobering thought that today, when the Fleet Air Arm is sorely extended East of Suez on operations with men in the Fleet Air Arm continuously working at a pace which few of us experienced in this war, that a battle should rage in Whitehall as to whether we need a Fleet Air Arm at all."

"We can only hope that in the end common sense will prevail and next Taranto night we will have another victory to celebrate."

Capt. J. I. Robertson, R.N., who was Commander (Flying) in Illustrious at the time of Taranto recalled the scenes of the launching and return of the aircraft.

## 'Defence Review cannot be rushed'

**W**HEN the Navy Minister, Mr. Christopher Mayhew, spoke in Portsmouth on November 19, he told of the tremendous task of the Defence Review, now nearing completion. He said: "The task is a tremendous one: it is a decision we must be sure about and we must be right. It cannot be rushed."

Apologising for the long delay on a decision as to new carriers, Mr. Mayhew said: "It is natural that the Navy and a great naval city like Portsmouth should want the uncertainty ended as soon as possible." He declared that there has been no decision on the Fleet Air Arm, on the new carriers, or the Dockyard's

graving dock, but design work is continuous.

The Minister said the Government is planning a new generation of destroyers and frigates. The hovercraft trials in the Far East were 'promising.' Ocean-going hoverships as submarine chasers were being considered.



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BRITAIN'S OUTSTANDING CIGARETTES



## Navy News

EDITOR:

Lieut. (S) H. R. Berridge, R.N. (Retd.)  
Royal Naval Barracks, Portsmouth.  
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## EDITORIAL

A HAPPY Christmas to you  
all!

With unrest throughout the  
world, hunger and poverty in  
many countries, authoritarian  
regimes in others, it may be  
considered that the age-old  
greeting is somewhat inapplicable.  
What a wonderful world  
it would be though, if the greet-  
ing was always sincere and could  
mean real happiness everywhere.

It is obvious that, even in this  
20th century, the world is not  
yet ready for the Brotherhood  
of Man. It is, of course, well  
overdue, but while there are  
peoples thirsting for power and  
evil men working for their own  
ends, the prayer 'Peace on  
earth, goodwill to all men' will  
remain just a pious wish.

What has this to do with the  
Navy? Just this—without the  
Royal Navy there would be even  
more chaos than at present  
exists. The out and out pacifist  
will argue otherwise, but until  
all men and all nations renounce  
force, Britain must remain  
strong. And Britain's strength  
has always been the Royal Navy.

The Royal Navy has ever  
been a force for peace. It has  
not been built up for offensive  
operations but has always been  
strong to defend the weak and  
to uphold the rule of law evolved  
over the centuries.

In this age it is, regrettably,  
impossible to exist solely by  
good examples. Until universal  
disarmament is accepted by all  
nations, good intentions must  
have the means of bringing them  
about. And for Britain those  
means must mean the Royal  
Navy.

The Navy is stretched to its  
limits—few ships and many  
commitments—and so as we  
wish 'Happy Christmas' to those  
we meet at this season, let us  
remember those far away from  
homes and families engaged on  
peace-keeping works. They in  
turn will be thinking of us.

But they will not be unhappy.  
They know that. They are doing  
a worthwhile job, and will  
realise that if they were not  
doing that job, their families  
would not be safe and secure,  
and so, with many a thought for  
those at home, they will enjoy  
their Christmas—a well-earned  
Christmas.

To remain a force for good in  
the world the Navy's presence  
in the oceans of the world is  
inescapable, and it is, therefore,  
essential for the Navy to have  
more ships and men to man  
them.

The world knows those ships  
would be used for peace keep-  
ing purposes only, and so, it is  
quite logical to wish everyone a  
Happy Christmas and to pray  
for peace on earth and goodwill  
towards all men.

## DRAFTING FORECAST

THE following ships are  
expected to commission or  
recommission on the dates men-  
tioned. It is emphasised that  
the dates and particulars given  
below are forecasts only and  
may have to be changed—  
perhaps at short notice.

LEOPARD (A/A Frigate), December 2  
at Portsmouth for trials. General  
Service Commission February 3.  
Home/East of Suez/Home/East of  
Suez. 30th Escort Squadron, U.K.  
Base Port, Portsmouth.

NURION (M/H Conversion), Decem-  
ber 6 at Portsmouth. Home Sea Ser-  
vice. To Lochinvar early February.  
1st M.C.M. Squadron, U.K. Base  
Port, Rosyth.

WOLVERTON (C.M.S.), December 6  
at Portsmouth. Home Sea Service.  
To Lochinvar December 13. 1st  
M.C.M. Squadron, U.K. Base Port,  
Rosyth.

HECATE (Surveying Ship), December  
14 at Glasgow. General Service Com-  
mission, Home/N. Atlantic, U.K. Base  
Port, Devonport.

MALCOLM (A/S Frigate), December  
22 at Rosyth. Home Sea Service.  
Commissions March 3 for Fishery  
Protection Squadron, U.K. Base Port,  
Rosyth.

TIGER (Cruiser), December. Maltese  
Stewards and Cooks (O) replace U.K.  
ratings.

TARTAN (C.M.S.), mid-December at  
Gibraltar. Refit crew. Local Foreign  
Service.

LLANDAFF (A/D Frigate), December  
30 at Devonport for trials. Commis-  
sions February 24 for Home Sea Ser-  
vice. 26th Escort Squadron. Foreign  
Service (East of Suez) from date of  
sailing (A).

CLEOPATRA (A/S Frigate), January 4  
at Devonport. General Service Com-  
mission, Home/East of Suez/Home  
(under consideration), U.K. Base Port,  
Devonport. 24th Escort Squadron.  
(A).

PILOVER (Coastal, M/L), BRON-  
TON (M/H Conversion), LEWISTON  
(C.M.S.), UPTON (C.M.S.), and  
WISTON (C.M.S.), January 5 at  
Portsmouth. To Lochinvar January 5.  
Home Sea Service. 1st M.C.M.  
Squadron, U.K. Base Port, Rosyth.

MONKTON (C.M.S.), January 5 at  
Portsmouth. To Lochinvar between  
January 7 and 14, on completion of  
refit. Home Sea Service. 1st M.C.M.  
Squadron, U.K. Base Port, Rosyth.

PHOEBE FLIGHT, January 10 at  
Portsmouth. General Service Commission.  
Wasp.

FALMOUTH (A/S Frigate), January 13  
at Devonport. General Service Com-  
mission (Phased). Home/East of Suez/  
Home/East of Suez. 30th Escort  
Squadron, U.K. Base Port, Devon-  
port.

BRIGHTON (A/S Frigate), January 13  
at Chatham. General Service Com-  
mission (Phased). Home/East of Suez/  
Home/East of Suez. 30th Escort  
Squadron, U.K. Base Port, Chatham.

AINSE (Destroyer), January 13 at  
Chatham. General Service Com-  
mission (Phased). Home/East of Suez/  
Home/East of Suez. 30th Escort  
Squadron, U.K. Base Port, Port-  
smouth.

CASSANDRA (Destroyer), late January  
at Gibraltar. Local Foreign Service.  
L.R.P. complement.

ZEST (A/S Frigate), January 13 at  
Devonport. General Service Com-  
mission (Phased). Home/W. Indies/  
Home. Under consideration. 8th  
Frigate Squadron from 24th Escort  
Squadron, U.K. Base Port, Devon-  
port.

CLEOPATRA FLIGHT, January at  
Portsmouth. General Service Com-  
mission. Wasp.

CAVALIER (Destroyer), January 14 at  
Gibraltar. Home Sea Service. Trials  
crew. To Reserve on completion of  
refit.

KENT FLIGHT, February 10 at Port-  
land. General Service Commission.  
Wessex.

MAXTON (M/H Conversion), February  
25 at Devonport. Local Foreign  
Service (Far East). 11th M/S  
Squadron vice Kildarton (E).

KIRKLISTON (M/H Conversion), Febru-  
ary at Chatham. Foreign Service  
(Middle East). 9th M/S Squadron.  
Senior Officer in October (E).

HYDRA (Surveying Ship), February at  
Glasgow. General Service Com-  
mission, Home/N. Atlantic/Far East.  
U.K. Base Port, Chatham (A).

PENELOPE (A/S Frigate), March 1 at  
Devonport. Port Service. L.R.P. com-  
plement.

LONDON FLIGHT, March 3 at Port-  
land. General Service Commission.  
Wessex.

RELENTLESS (A/S Frigate), March  
17 at Devonport. General Service  
Commission (Phased). Home (under  
consideration). 8th Frigate Squadron.  
Transferred from 29th Escort  
Squadron, U.K. Base Port, Devonport.

KEBLETON (C.M.S.), March at  
Aden. Towing Crew to United  
Kingdom.

NAIAD (A/S Frigate), March. U.K.  
Cooks (S) replace Maltese.

STRIKER (L.S.T.), March 7 at Aden.  
Foreign Service (Middle East).  
Amphibious Warfare Squadron.

EXMOUTH (A/S Frigate), late March  
at Rosyth. Port Service. L.R.P. com-  
plement.

LOWESTOFT (A/S Frigate), early  
April, U.K. Cooks and Stewards re-  
place Chinese.

LINCOLN (A/D Frigate), April at  
Portsmouth. Port Service. L.R.P.  
complement.

SIRIUS (A/S Frigate), April 19 at  
Portsmouth. Home Sea Service/  
Foreign Service (East of Suez) from  
date of sailing. 24th Escort Squadron.  
(A).

JAGUAR (A/A Frigate), mid-April at  
Chatham. Port Service. L.R.P. com-  
plement.

YARNTON (C.M.S.), April at Chatham.  
Foreign Service (Middle East). 9th  
M/S Squadron (E).

MINERVA (A/S Frigate), end April  
at Newcastle. General Service Com-  
mission, Home/East of Suez/Home  
(under consideration). 26th Escort  
Squadron (A).

IVESTON (M/H), April at Chatham.  
Foreign Service (Middle East). 9th  
M/S Squadron (E).

CALTON (C.M.S.), April at Aden.  
Foreign Service (Middle East). 9th  
M/S Squadron (E).

PHOEBE (A/S Frigate), April 13 at  
Glasgow. General Service Com-  
mission, Home/East of Suez/Home/East  
(under consideration), U.K. Base Port,  
Chatham.

ROTHESAY (A/S Frigate), late May at  
Portsmouth. Port Service. L.R.P.  
complement.

YARMOUTH (A/S Frigate), early May  
at Chatham. Port Service. L.R.P. com-  
plement.

NEBIAN (G.P. Frigate), May 12 at  
Portsmouth. General Service Com-  
mission, Home/Middle East (Phased).  
9th Frigate Squadron, U.K. Base Port,  
Portsmouth (B).

FIFE (G.M. Destroyer), May at  
Glasgow. General Service Commission.  
Home/East of Suez. U.K. Base Port,  
Portsmouth.

DECOY (Destroyer), May at Port-  
smouth. Port Service. Trials crew. To  
Reserve on completion.

HARTLAND POINT (E.M. Ship),  
May at Rosyth. Port Service. Trials  
crew. To Reserve on completion.

NOTES: The term 'U.K. Base Port'  
means the port at which a ship may  
normally be expected to give leave and  
refit.

As ratings are normally detailed for  
overseas service about four months  
ahead of commissioning date and for  
home service about two months ahead  
of commissioning date, this should be  
borne in mind when preferring requests  
to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks  
(S), Cooks (O) or Stewards are to be  
borne in lieu of U.K. ratings are in-  
dicated as follows: (A)—All Cooks (S),  
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## MEMORIAL APPEAL

AN appeal for funds to commemorate the life and work of  
Admiral of the Fleet Viscount Cunningham of Hynd-  
hope, K.T., G.C.B., O.M., D.S.O., who died in June, 1963,  
after a lifetime of service to the British people, was published  
in the Press on October 21.

The appeal, which was signed by eight senior officers of  
all three Services—Earl Mountbatten, Lord Portal, Lord  
Fraser, Lord Ismay, Admiral of the Fleet Sir Algernon  
Willis, Admiral of the Fleet Sir Philip Vian, General R. N.  
O'Connor, and Admiral Sir David Luce, the First Sea Lord—  
aims at placing a bust of Admiral Cunningham in Trafalgar  
Square close to those of Admirals Jellicoe and Beatty, and  
that a plaque should be placed to his memory in St. Paul's  
Cathedral near Nelson's tomb.

Admiral Cunningham was Commander-in-Chief of the  
Mediterranean Fleet at the outbreak of the Second World  
War and was First Sea Lord from 1943-46. In the First World  
War he was awarded the D.S.O. and two Bars and was  
Mentioned in Despatches, serving with great distinction in  
the Mediterranean, including the Dardanelles, and later in  
the Dover Patrol. For the greater part of the war he was in  
command of the destroyer Scorpion.

## CALABRIA—TARANTO—MATAPAN

He became C-in-C, Mediterranean at a crucial stage in  
Britain's maritime history—in June, 1939. Within a few  
weeks of Mussolini's declaration of war, Admiral Cunn-  
ingham (in the Battle of Calabria) chased a superior Italian  
Fleet back into its base and a few months later one of his  
Fleet Air Arm Squadrons carried out the attack which put a  
large part of the Italian Fleet out of action at Taranto.  
Admiral Cunningham was also Commander-in-Chief during  
the Battle of Cape Matapan.

In the appeal the signatories say: "All will agree that  
Admiral Cunningham was the greatest British Naval Com-  
mander in the Second World War and that it is fitting that  
he should take his place amongst the great Admirals of  
British history. It was to him more than to any other single  
fighting man that we owe our victory at sea in the Mediter-  
ranean. His determination and offensive spirit ensured also  
that our armies could always rely on the support of the Royal  
and Merchant Navies in the waging of the land battle. Later,  
as First Sea Lord from 1943 to 1946 it was he who was re-  
sponsible for the Naval operations that helped to achieve  
final victory.

Those who did not see the appeal but wish to contribute to  
the memorial should send their donations to Admiral Sir  
David Luce, Chief of Naval Staff and First Sea Lord,  
Admiral Cunningham Memorial Fund, Old Admiralty  
Building, London, S.W.1.

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7. 5% Discount on all new car prices for Club Members ONLY.
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# Midshipmen and gallantry awards

SIR,—In telling the story of the Jervis Bay's last fight (November issue of 'Navy News'), reference is made to the midshipman survivor who gained the D.S.C. "believed to be the youngest naval officer ever to receive that award."

In fact there have been quite a number of younger midshipmen who have gained the D.S.C. My own term rates three such, all at the time of the Dardanelles where the award was gained, only just over 17, and there were younger ones, too. Eric Bush was only 16 when he got his D.S.C. at the Anzac landings. I fancy there are other examples in the course of the First World War.

I'm not so sure about the last war but essentially R.N. midshipmen in both wars were mostly under 19 while still in that rate.

## MIDSHIPMEN V.Cs.

There is a parallel story in midshipmen's V.Cs. Two at the Dardanelles (one an R.N.R.) and, of course, B. J. D. Guy in the Boxer rebellion in 1900.

This letter is not intended, in anyway, to detract from the gallantry displayed on the Jervis Bay occasion.—Yours, etc., YARBOROUGH. (Name and address supplied to the Editor.)

(Yarborough is quite correct. Mid. W. St. Aubyn Malleon and Mid. (R.N.R.) Drewery were awarded the V.C. in 1915. A quick reference to a 1916 Navy List reveals that up to that time as many as 25 midshipmen (R.N. and R.N.R.) had been awarded the D.S.C.—Editor.)

## Portland—60 years ago

SIR,—I was interested to read about Portland in the November issue of 'Navy News.' I spent quite a lot of time there, starting with Agincourt in 1905.

We youths had either to pull ourselves ashore for a few hours' liberty, in an enormous launch, or in the sailing pinnace, and thereafter run riot on our salary of 6d. per week.

In the days of the big Home Fleet, 1909-1911, temporary rifle ranges were established along the Chesil Beach in preparation for the annual rifle shoot at Berehaven.

## PROUD MARCHES

In 1910 we fairly set the population of Portland all patriotic. We used to land companies from all ships to prepare for the Review to be held by King George V at Phoenix Park, Dublin. We marched up through the main street to the Verne with bands playing and our rifles with fixed bayonets at the slope. How proud we felt with the crowds lining the streets.

The Weymouth steamers used to run at routine times to collect libertymen for Weymouth and to return us from Weymouth Pier.

Then, in 1920, I was Senior Watchkeeper in H.M.S. Thunderer, then in Reserve with

(Continued in column 3)

## HELPING HANDS

IN the October issue of 'Navy News' Mr. A. E. Gardner, of 22 Ermyr Close, Ermyr Way, Leatherhead, asked readers to send him stamps, any sort, large or small quantities, which he could sort, to help relieve the monotony and boredom of just sitting about the house, for it is impossible for him to take up any occupation as he is so shaky.

The following letter has been received from Mrs. Gardner. "May I, through the medium of your paper, thank all your readers who responded so quickly and generously to my husband's appeal for stamps. A wonderful selection was sent to him, some accompanied by friendly and get well wishes."

"These are most appropriate at the moment for Mr. Gardner was taken into Luke Ward, Guys Hospital, London, on October 2, seriously ill, and has since had a major operation to save his life. At the time of writing he is still very ill, but there is a slight improvement and doctors and staff are working desperately to save his life."

"If and when he is fit enough I am sure he will answer all letters personally, but in the meantime a 'Thank you' in your columns will let readers know that we are most grateful and have not taken the letters and gifts of stamps for granted. Yours, etc., (Mrs.) V. D. GARDNER."

(Information has been received from Mrs. Gardner that her husband died on November 28. She says that, for him, death was perhaps a great release.—Editor.)

(Continued from column 2) four to five other battleships. We commissioned for a trooping trip to Malta during my period on board the ship.

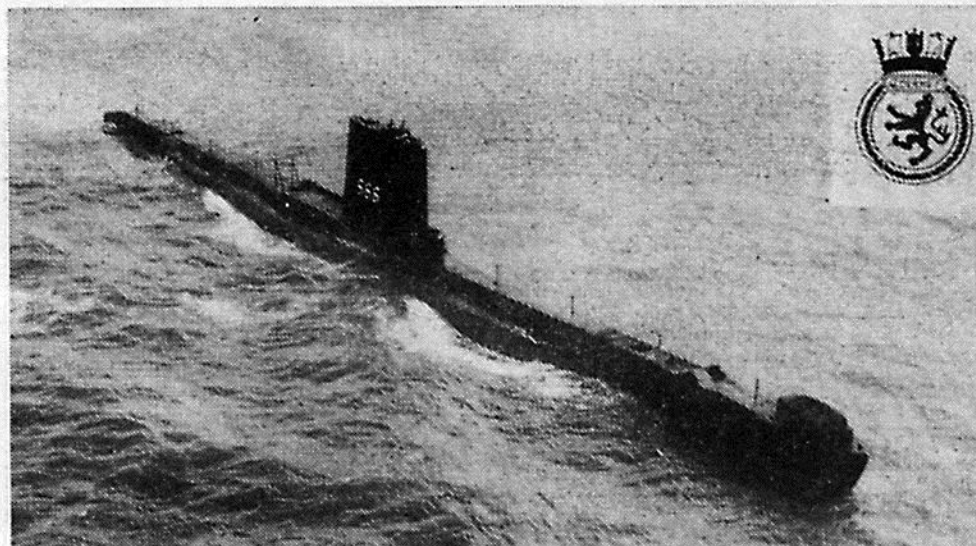
Later, 1923 to 1925, when First Lieutenant of H.M.S. Wessex, attached to the Atlantic Fleet, I knew Portland well, and from 1925 to 1927 I was commanding officer of H.M.S. P.C. 74, attached to H.M.S. Osprey, for training A/S ratings.

The canteen at Portland then was a dismal place for the men. There has, no doubt, been many alterations since my days there.—Yours, etc., HENRY F. WRIGHT, O.B.E., Capt. R.N., Pitlochry.

# SHIPS OF THE ROYAL NAVY

## H.M.S. ALDERNEY

### No. 121



H.M.S. Alderney, at present commanded by Lieut.-Cdr. A. M. Bruce, R.N., is normally based at Portsmouth with the First Submarine Squadron, but at the moment she is on detached duty in the Mediterranean.

In 1964 the Fifth Submarine Division left Malta and now no British submarines are based in

the Mediterranean, but occasionally submarines from Home Waters visit the area, and Alderney has been fortunate enough to visit several ports.

An 'A' class submarine built by Vickers-Armstrongs at Barrow - in - Furness, between February, 1945 and December, 1946, has a displacement of 1,120 tons (standard), 1,385 tons (surface) and 1,620 tons (submerged). She is 283 feet in length (o.a.) and her complement is five officers and about 60 ratings. Originally this class had 10 21-inch torpedo tubes, but the four external ones were removed during reconstruction.

The 'A' class were originally

designed for service in the Pacific but the Second World War ended before they could be used there. The class was rebuilt and streamlined and now have an enclosed fin conning tower 26½ feet high. Alderney is fitted with a mounting for a 4-inch gun, but does not carry one. Her pennant number, which was S.16, was changed to S.66 in May, 1961, in order that all post-war conventional submarines could be numbered in the S.01 and onwards series. Nuclear-powered submarines are numbered in an S.101 series.

H.M.S. Affray of this class was lost in the English Channel on April 17, 1951.

## First World War plaque?

SIR,—May I thank all the readers of 'Navy News' who replied to my appeal (September issue) for information about a plaque which is in the possession of the Welwyn Garden City branch of the Royal Naval Association.

I regret that I am unable to reply to all the letters, but the response was so great that this would be a formidable task.

Unfortunately, although the replies were interesting, and the information valued, to date we have not been able to contact anybody concerned with the name on the plaque—Charles Welbourne.

Once again to everyone concerned, thank you.—Yours, etc., S. E. DAVIS, 34 Briars Wood, Hatfield, Herts.

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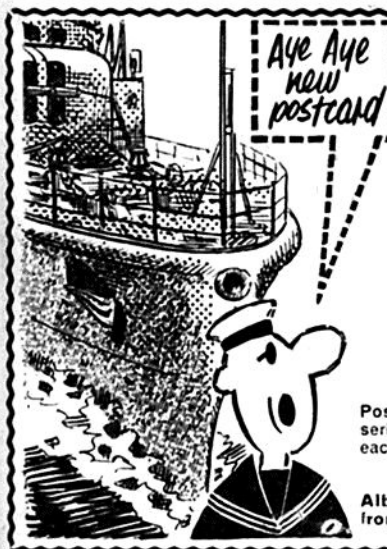
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Admiral Begg, surrounded by Wrens of the establishment, giving the 'Dauntless' pudding a stir

## Admiral stirs the 'Dauntless' pudding

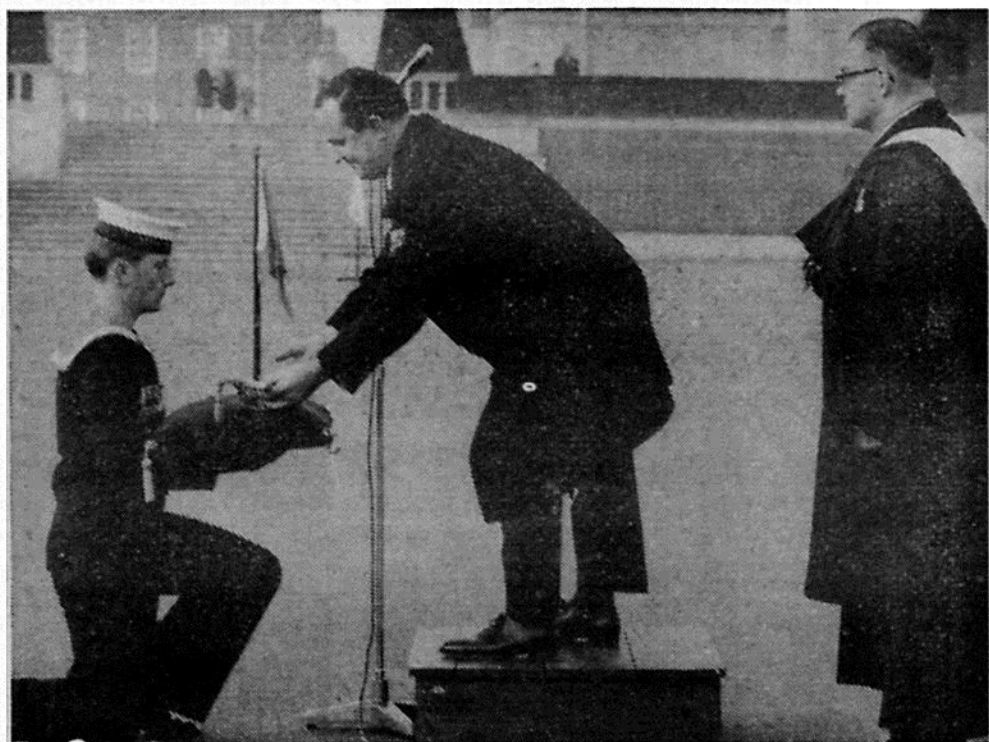
THE Commander-in-Chief, Portsmouth, Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C., accompanied by Lady Begg, visited H.M.S. Dauntless, the W.R.N.S. New Entry Establishment, at Burghfield, near Reading, on November 2. Admiral Begg inspected members of the ship's company and

ratings under training at Divisions and took the salute at the march past. The band from the Nautical College at Pangbourne provided music for Divisions and the March Past, adding colour to the occasion and greatly assisting the Wrens in their marching.

Following a tour of the

establishment Admiral and Lady Begg were invited to stir the Christmas Pudding. A bottle of rum was emptied into the mixture and they both gave a generous stir.

Afterwards Admiral and Lady Begg were entertained by the W.R.N.S. officers in the Wardroom, before lunching with Superintendent M. M. Kettlewell, C.B.E., W.R.N.S.



Earl Jellicoe presenting the sword to Peter McKenzie. The Headmaster, Mr. N. A. York, M.A., is on the right. (Photo.—R. M. Edwards, B.Sc.)

## Earl Jellicoe gives sword to school

WHEN Earl Jellicoe, D.S.O., M.C., visited the Royal Hospital School, at Holbrook, Ipswich, for the 1964 Speech Day ceremonies, he promised that he would present to the School a sword of his father, Admiral of the Fleet Earl Jellicoe. It was a fitting occasion that the date selected for the presentation should be Remembrance Sunday, November 14, when Earl Jellicoe fulfilled his promise.

Addressing the School Earl Jellicoe recalled his family's very close ties with the School. It was his particular wish, and he was sure that it would have been of his father, too, that the sword, which had always been a treasured possession of his father, it having belonged to the first Earl's brother who had died when they were both serving as young naval officers together on the 'China Station,' that the sword should be given to the School.

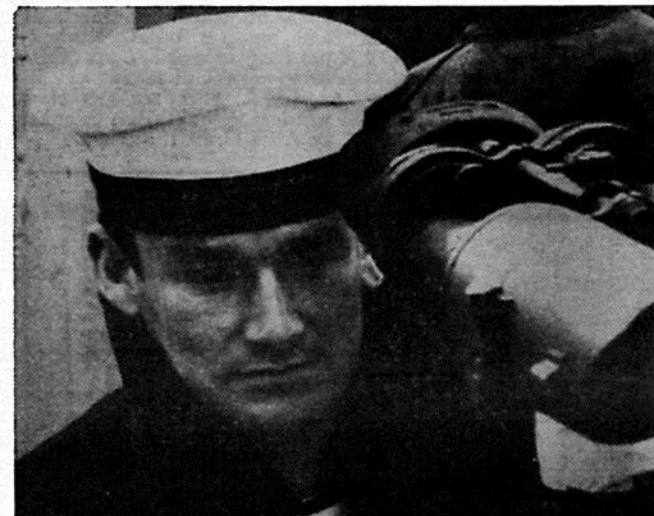
Earl Jellicoe also presented to the School some side-lights on the Punishment Book of the early naval career of Admiral of the Fleet, Earl Jellicoe, while he was at Dartmouth College at the age of 14 years.

The presentation was accepted

by the School's head boy, Peter John McKenzie, who was wearing his father's medals, in keeping with the tradition of the School when all boys whose fathers have died wear their medals on Remembrance Sunday.

After the parade Earl Jellicoe attended the Remembrance Service in the School church and read the Lesson. As always on this particular memorial occasion the Book of Remembrance, together with the King's Banner, was laid up on the high altar and, at the conclusion of the service, the head boy, on behalf of the School, laid a wreath on the School War Memorial.

The Presentation Sword is to be exhibited in a place of honour in the School.



## NAVY AWARD FOR NEWPORT SCHOOL

WREN Anne Goodwin, of 10 Byron Road, Newport (Mon.) was a very proud 'Old Girl' on November 18 when she went back to her old school, St. Julian's High School for Girls, Newport, to accept a Presentation of Books on behalf of the school.

Assessed first, equal with two others, out of about 1,000 recruits to the Wrens during the year 1964/5, the award was made to the school by the Navy in appreciation of the good groundwork laid by the school staff.

Miss Sprague, the headmistress, asked that Anne might be allowed to accept the books on behalf of the school and the presentation was made during the annual prize giving. The books were presented by First Officer P. J. White, W.R.N.S., representing the Navy, and it is interesting that she was the Officer-in-Charge, W.R.N.S., R.N. Air Station, Brawdy, when Wren Goodwin joined that establishment.

### DEPUTY HEAD GIRL

While at school Anne was deputy Head Girl and captain of Sarah Siddons House for a year. She passed 'A' level in Pure and Applied Maths, and

'O' level in English, French, Geography, Physics and Biology. In addition she played for the Newport Schools in the netball team for two years and played the kettle drums in the school orchestra for five years. She also took piano lessons.

She was a member of St. Mary's Baptist Chapel where she was a contralto in the choir and a Lieutenant of Guides. After she left school she worked in the statistical department of the Steel Company of Wales before joining the Wrens in search of a more adventuresome life.

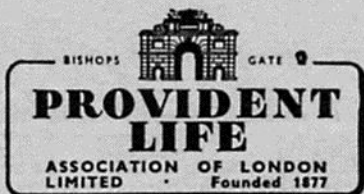
Anne did her initial training at H.M.S. Dauntless at Burghfield and then moved to H.M.S. Ariel at Lee-on-Solent for her specialist training. On completion she went to Brawdy where she now works on Gannet aircraft.

Her father was particularly pleased with Anne's achievement, as he served in the Royal Navy as a Chief Petty Officer.

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General Secretary: Lt. Commander F. M. Savage, F.C.C.S., R.N.



# Married Quarters for Officers at Chatham

ADMIRALTY House, Chatham, which has been unoccupied since the post of Commander-in-Chief, The Nore, was abolished in 1961, is to be demolished in order to make room for an Officers' Married Quarters site. The only married quarters available for general allocation to officers serving at Chatham or in ships based there are a number of sub-standard ones which were transferred from the Army, and the provision of new quarters will fill a long felt need.

The house stands in some four acres of its own ground, above the Dockyard and the Royal Naval Barracks, and was built in 1905, the first Commander-in-Chief to occupy it being Admiral Sir Hugo Pearson, K.C.B., and the last one, 23 Commanders-in-Chief later, was Admiral Sir Robin Durnford-Slater, K.C.B.

## Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer  
JX 371941 D. G. Cherry, JX 646330 P. Jones, JX 712991 A. E. Tate, JX 836326 R. H. Holland, JX 760110 R. W. Tugsey, JX 581864 A. S. Wheatley, JX 778121 G. S. Hanney.

To Master-at-Arms  
MX 790150 W. M. Smith, MX 859317 R. Dulson.

To Chief Petty Officer Writer  
MX 771869 C. B. Jeffries, MX 828334 D. Starr, MX 876953 W. J. Crispin.

To Chief Petty Officer Stores Accountant  
MX 788732 P. C. Moorman, MX 853981 J. Lindley, MX 893006 N. T. Darling.

To Acting Chief Engineer Artificer  
MX 880722 D. Thorne, M 928587 B. R. Hopkins, M 933721 D. H. Russell.

To Acting Chief Mechanician  
KX 869993 P. J. H. Simpson, KX 875267 H. G. L. Thompson.

To Chief Engineering Mechanician  
KX 743700 L. A. W. Carter, KX 903112 R. J. Fisher, KX 852407 O. P. Skippings, KX 770698 R. M. Hastings, KX 894752 H. Ligertwood.

To Acting Chief Ordnance Artificer  
M 933532 M. J. H. Ralph.

To Acting Chief Electrical Artificer  
MX 834333 D. H. E. Taylor, MX 888052 P. Robinson.

To Chief Electrician  
MX 818108 R. T. Frostick, MX 892644 P. F. Walsh, MX 915874 A. J. Matthews.

To Acting Chief Radio Electrical Artificer  
M 923405 J. D. Rosam.

To Acting Chief Radio Electrical Mechanician  
MX 903571 E. F. Berry, MX 924111 W. Rickie.

To Chief Radio Electrician  
MX 839159 D. A. Elgar.

To Chief Radio Supervisor  
JX 865861 J. E. Eilbeck.

To Chief Communication Yeoman  
JX 712840 D. J. Rugman, JX 864636 M. H. Wright.

To Sick Berth Chief Petty Officer  
MX 759597 P. C. Spears, MX 771290 W. Manley, MX 869713 P. H. Smith, MX 836046 B. M. R. Reed, MX 890773 D. A. Hillier, MX 843299 G. A. Fraser.

To Chief Wren (Cinema Operator)  
115320 M. J. Searle.

To Chief Wren (Regulating)  
114239 I. M. Webb.

To Acting Chief Aircraft Artificer (AE)  
L/FX 855628 B. R. Cox, L/FX 669455 C. P. Taylor.

To Acting Chief Aircraft Mechanician (AE)  
L/FX 863104 C. Morgan.

To Chief Air Fitter (AE)  
L/FX 816208 C. G. Crafer, L/FX 813515 J. Mackey, L/FX 772123 D. E. Parnell.

To Chief Air Fitter (O)  
L/FX 837397 J. H. Jones, L/FX 848202 M. Calkin, L/FX 101327 R. B. Gore, L/FX 837007 B. J. Donnelly.

To Chief Airman (AH)  
L/FX 906066 T. W. Pinchin, L/FX 712231 W. J. Wells.

To Acting Chief Electrical Artificer (AIR)  
L/FX 669827 D. L. Westlake.

To Chief Electrician (AIR)  
L/FX 834311 G. A. Hawkes, L/FX 855603 K. W. Cunliffe.

H.M.S. Woodlark (Lieut.-Cdr. J. G. Pugh, R.N.), commissions at Chatham on December 3.

H.M.S. Vidal commissions at Chatham on December 3.

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## Christening in minesweeper in London

WHEN the minesweeper H.M.S. Soberton (Lieut.-Cdr. James Carlill, R.N.) visited London between November 11 and 15 she berthed at Tower Pier and on November 13 the Commanding Officer's eight-month-old son was christened on board.

The ceremony was conducted by the Vicar of Holy Trinity, Brompton, who also married Lieut.-Cdr. and Mrs. Carlill and christened their elder daughter, now three years old.

Lieut.-Cdr. Carlill is the son of Vice-Admiral Sir Stephen Carlill, now on the Retired List.

## Wrens at Ostend for Remembrance ceremony

WHILE people in this country were attending Remembrance Day services in their own churches on November 14, four ratings of the Women's Royal Naval Service, who were in Ostend on duty, attended the English Church in Langestraat, Ostend, at a similar service.

The four were Chief Wren Judith Sherratt, of Uttoxeter, Ldg. Wren Phyllis Sparrow, of Leominster, Ldg. Wren Deirdre Pardoe, of Liverpool, and Ldg. Wren Patricia Nathan, of Nottingham. The Chief Wren is serving in the Department of the Director, W.R.N.S., and the Leading Wrens are serving at Plymouth, Portsmouth and Le-on-Solent, respectively.

At the church were members of the Ostend Section of the British Legion and of about 20 branches from neighbouring towns, including Bruges, Knokke and Blankenburg; members of the Belgian Sections of the Royal Navy—Belgians who escaped from their country to England in 1940 and served with the Royal Navy—and men and women who formed part of the resistance movement in Belgium during the Second World War. The Burgo-master of Ostend and the Norwegian Consul from Zeebrugge were also present.

Memories of both World Wars are still vivid in Flanders, and this service, which was conducted by the Chaplain of the English Church, the Reverend Mr. Jones, Hon. C.F., and at which the address was given by the chairman of the Ostend branch of the British Legion, was, consequently, particularly poignant.

The Last Post and Reveille were sounded by Buglers of the Belgian Naval Force and, at the close of the Service, both the English and the Belgian National Anthems were sung.

Afterwards members of the congregation met in a nearby hotel and a warm welcome was given to the Wrens' party, who had felt extremely privileged to attend the Remembrance Service.

## 'Aggie's' again to the fore

A NEW Christian Community Centre is now being built in the middle of the new naval housing estate of Rowner, Gosport, to cater for naval families, and to replace the old hall in Bridgemanry which has been in use for over 15 years.

Naval families will have the opportunity of sending their children to the Centre, where facilities have been provided to cater for all age groups. Other activities will include youth meetings for recreation and Bible study, a Young Wives' Guild for practical advice on cooking, baby-care, home-making, etc. Concerts, missionary films and talks will be held—mainly in the winter.

KITCHEN FACILITIES

The Centre, which is of prefabricated construction, includes a large assembly hall, complete with a film projection room. The main hall, which can hold 220 people, has a woodblock floor and the ceiling is hung with thermo-acoustic tiles. The walls are attractively decorated with a hard-wearing multi-coloured spray. There is also a minor hall, two small rooms, a kitchen fitted with modern and attractive equipment... in fact, a housewife's dream. Living quarters are provided for Mr. A. Cossins, the missioner-in-charge, and his wife and family.

Since 1959 the Royal Sailors' Rests, which are providing this excellent facility in this quick growing community, have opened a building each year, which is no small achievement since the Rests are supported by voluntary contributions.



## SMILES AND DRUMBEATS IN SARAWAK LONGHOUSE

R.E.M. Peter Haydon being entertained in a Sarawak longhouse

FOR Radio Electrical Mechanic Peter Haydon, from Sandhurst, near Hawkhurst, Kent, a visit—his first—to a Land Dayak longhouse in Sarawak, Malaysian Borneo, was an exciting experience.

When his ship, the coastal minesweeper H.M.S. Picton, was berthed at Kuching, the State capital, R.E.M. Haydon, with a party of other sailors from his ship, went to the longhouse. The party was introduced to the headman and shown round the longhouse, or series of longhouses, which comprised one of the largest Land Dayak

IN these days of the Welfare State people often feel there is a diminishing call for services to others in need; but there are still numerous examples of voluntary service, and our country would be the poorer without them.

One of these voluntary organisations is the Sailors' Children's Society at Newland, Hull, and its history covers 144 years of voluntary service.

It began as a Christian mission to seamen and has developed down the years into a family community for the children of seamen who are in need of care, and a welfare society for seamen and their wives or widows who have fallen on hard times.

Take one case in Portsmouth, for example, concerning a family of six. The father met with a serious accident at sea. There was money owing on everything the family possessed. The mother was desperate; she suffered a breakdown in health. The case was brought to the notice of the Sailors' Children's Society, which at once took the four children into its Newland Home.

HOMES FOR 120

This is a typical case of the help which is given to seafaring families by this voluntary service to seamen and their dependants, all of whom are connected with either the Royal Navy, Merchant Navy or Fishing Fleets. Apart from 120 boys and girls who live in the society's Newland Homes at Hull weekly grants are made to some 500 seafarers' children to enable them to remain with widowed mothers or with relatives. The Society has to raise over £1,300 a week, every week, to carry out its work. It is not surprising, therefore, that even the smallest donation means so much to this unique voluntary service for seamen and their families.

After a meal and drinks the sailors were given a display of traditional Dayak dancing and drum playing. The accompanying picture shows two Land Dayak girls playing the traditional drums.

R.E.M. Haydon, who has been in the Navy nine years, is a single man and went out to the Far East in May of this year. As well as patrolling the Borneo coast H.M.S. Picton carries out patrols in the Singapore and Malacca Straits, on the look-out for seaborne incursions by Indonesian terrorists.

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## OVER 60 NEW WARSHIPS FOR U.S. NAVY

IN the 1966 fiscal year the U.S. Navy has been authorised by Congress to build 61 new warships and to carry out major conversions on a further 12. The requirements of the Vietnam War are readily apparent in the new programme, in that a further 10 fast motor-gunboats are to be built, in addition to 14 Norwegian-built fast patrol boats in service or under construction. The Vietnam War is also partly responsible for the authorisation of 15 more landing ships including a number of L.S.Ts.

Somewhat surprisingly, in British eyes, has been the Congressional decision to give the U.S. Navy three ships which it had not requested. These are a third nuclear-powered guided-missile frigate in addition to the one under construction and one in commission, and two more nuclear attack submarines. When these two are completed the U.S. Navy will have 98 nuclear submarines of all types. Arguing against the nuclear frigate the Secretary of Defence, Mr. McNamara, said that it would be cheaper to fit the nuclear-powered aircraft-carrier Enterprise with her own guided missiles rather than build yet another £50m. ship to support her.

### SHIPS OF NEW TYPE

The rest of the programme includes two ships of a new type. These will be used as permanent stores for heavy military equipment. In an emergency they will be able to steam at once to the trouble spot and land the equipment to link up with troops flown in by air. Other new ships include four minesweepers which will be the first the U.S. Navy has ordered for 10 years; ten A/S destroyer-escorts; two A/S hydrofoils for coastal A/S work; two oceanographic research ships and several depot ships and support ships. Among the conversions is that of a war-built 'Liberty' ship which will be used for experimental mine-sweeping.

Various new missiles include 'Walleye,' which is a television-

guided bomb. A total of 695 new aircraft of 16 different types has been approved for the Navy and Marine Corps.

### FRIGATE FOR NEW ZEALAND

The Royal New Zealand Navy is to take delivery of a 'Leander' class frigate, H.M.N.Z.S. Waikato, next September. The ship is now fitting out at Harland & Wolff's, Belfast.

### NEWS OF OTHER NAVIES BY DESMOND WETTERN

When she is completed she will join two British-built 'Rothesay' class frigates already in service and these ships will form the mainstay of the New Zealand Navy. Of the three surviving 'Loch' class frigates, two which are familiar to R.N. personnel who have served in the Far East, the Rotoiti and Pukaki, are to be scrapped shortly. The third, Hawea, is in reserve. The former R.N. cruiser Royalist is, apparently, to remain in commission although she is now over 20 years old. She was extensively reconstructed before her transfer to the R.N.Z.N. in 1956.

### TO REMAIN IN SERVICE

In the light of the international situation the Royal Australian Navy is to retain the carrier Melbourne in com-

mission for a further two years. She was shortly to have begun a two-year refit to convert her for a new role as an A.S.W. carrier.

### GERMAN SHIPS AT PORTLAND

Under an informal agreement made earlier this year with the West German Navy, newly commissioned German warships are now to have use of the Portland 'work-up' facilities under Flag Officer Sea Training. The first two German warships to go through the full 'work-up' routine arrived for a four-and-a-half-week period at Portland in early October. Next year the Germans may also have use of the facilities at Londonderry, and presumably Plymouth when Sea Eagle transfers, for advanced A/S training.

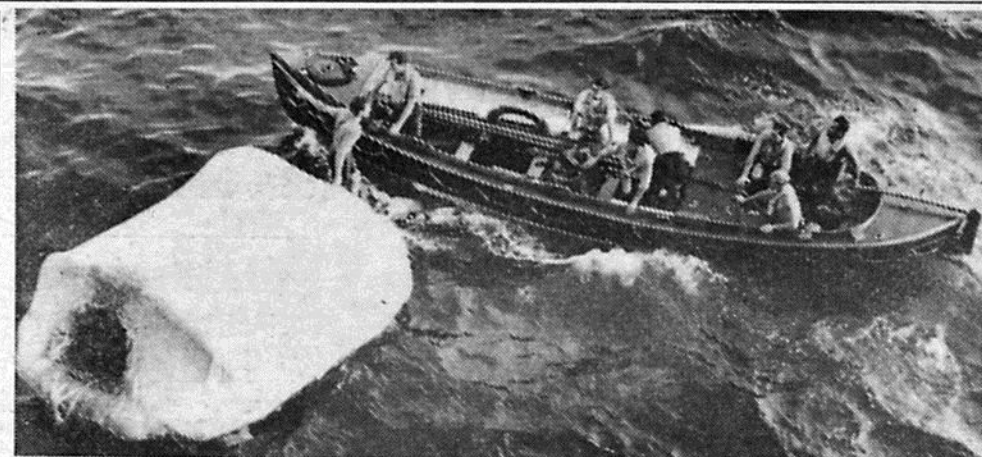
In return, the German Navy will provide fast patrol boats for helping to train R.N. ships in combating such craft. These patrol boats will work from time to time from Portland and will, it is understood, be placed under operational control of F.O.S.T. during the time they are in U.K. waters.

## 'Barhams' will meet on anniversary of sinking

NEXT year's Reunion Dinner of the H.M.S. Barham Survivors' Association, the tenth, is to be held on the 25th anniversary of the sinking of the ship, which took place in the Mediterranean on November 25, 1941.

The Guest of Honour at the last reunion dinner on October 2 was Cdr. H. Hodgkinson, D.S.C., R.N., who, at the time of the sinking, was the First Lieutenant of H.M.S. Hotspur which picked up nearly 300 survivors.

Presentations were made of two crests of the ship. The first was presented by Mr. 'Len'



## Rescue in Indian Ocean

THE picture shows the successful last act of an eight-man drama in the shark-infested Indian Ocean, after a rating slipped and fell from the Commando Ship H.M.S. Albion while on passage from Singapore to the Seychelles.

In very quick time the ship's motorised sea-boat was manned and lowered, and A.B. John

Shorrock, of Blackburn, by now safely aboard the inflated life raft which had followed him overboard, was recovered and returned to the ship no worse for his adventure.

The sea boat about to take off the rescued man from the inflated life raft



A.B. John Shorrock, back on board H.M.S. Albion, after his rescue in the Indian Ocean

### FACE CHANGE FOR DOLPHIN

A NEW training block, which cost £140,000, was opened in H.M.S. Dolphin on November 18. It will be used for training between 300 and 400 submariners at a time.

The face of Fort Blockhouse is changing rapidly. Some months ago the shell for the Navy's submarine one-man-control simulator came into operation, and work is progressing on a third building which should be ready for use by next April.

These new buildings are necessary because of the ever-increasing training necessary in view of the expansion of the submarine service by the Polaris and nuclear hunter-killer boats.

Rear-Admiral Thomas Maxwell, Director-General of Naval Training, who opened the new

block, stated that the proper school for training and experience was at sea in a submarine, but the new buildings were essential for the learning and teaching which takes place at sea.



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## Navy helicopter flies two mercy missions in one day

A WESSEX helicopter from 848 Naval Air Commando Squadron, based on Labuan Island, recently flew on two mercy missions in Malaysian Borneo on the same day.

The first mission was a joint rescue operation which saved the lives of three British Service men in danger of drowning 20 miles from the Indonesian border.

The men were attempting to recover an air supply drop ration container which fell into the river near a forward military camp, when they were swept downstream by a 15-knot current.

An R.A.F. Whirlwind from 230 Squadron disembarked troops it was carrying and sped to the scene, while the Wessex, piloted by Lieut. Nigel Osborn,

R.N., of Broadstairs, joined in the rescue.

### RESCUER IN DANGER

The Whirlwind located the men and picked up the first man, a flight sergeant being lowered to secure him in a strop. To save the second man the flight sergeant had to swim across the current, going under several times, before attaching the strop. Both men were then towed to a small near-by beach and were embarked in the helicopter.

The naval helicopter rescued the third man, who was clinging to the container.

Later that day Lieut. Osborn flew a border scout, who had a poisoned hand and in danger of losing his arm, 40 miles to hospital.

His crewman on both occasions was N.A.M.(Air) Michael Rossetter, of Glasgow.

## Fellowship found in Supplementary Reserve will continue

TO mark the closure of the Royal Naval Volunteer Supplementary Reserve and the formation of the Southampton Royal Naval Officers' Association, a dinner was held in H.M.S. Wessex on October 30, at which members of the Southampton Unit of the Reserve were present in force, together with retired officers recently enrolled in the new association.

The chairman, Lieut.-Cdr. H. Wyllie Hill, R.N.V.R., in proposing the toast of 'The Royal Navy,' referred to the great fellowship enjoyed among naval people, and that all Reservists looked on their service with the Royal Navy as a wonderful experience, and he thanked the Royal Navy in general and the Solent Division of the Royal Naval Reserve in particular for the kindnesses the Southampton Unit of the R.N.V.(S.)R. had received over so many years.

He explained that the members of the Southampton Unit had now formed the Southampton Royal Naval Officers' Association, membership of which

was open to retired officers of all branches of the Navy and to retired officers of the other services. Facilities in H.M.S. Wessex, headquarters of the Solent Division of the Royal Naval Reserve had been offered for meetings and functions and the new association was already a going concern.

Rear-Admiral P. W. W. Graham, D.S.C., Director of Naval Intelligence, replying to the toast said that he and his colleagues were very pleased at the formation of the new association. (Continued in column 3)

### (Continued from column 2)

ciation, stating that members could still serve the country by fostering a general interest in the Royal Navy.

Capt. D. J. Tucker, V.R.D., R.N.R., commanding officer of the Solent Division, R.N.R., replying to the toast of 'The Guests' proposed by Mr. Donald E. Beswick, D.S.C., said that the Division was anxious to help the new association in every possible way, and hoped that it would always consider H.M.S. Wessex as its headquarters.

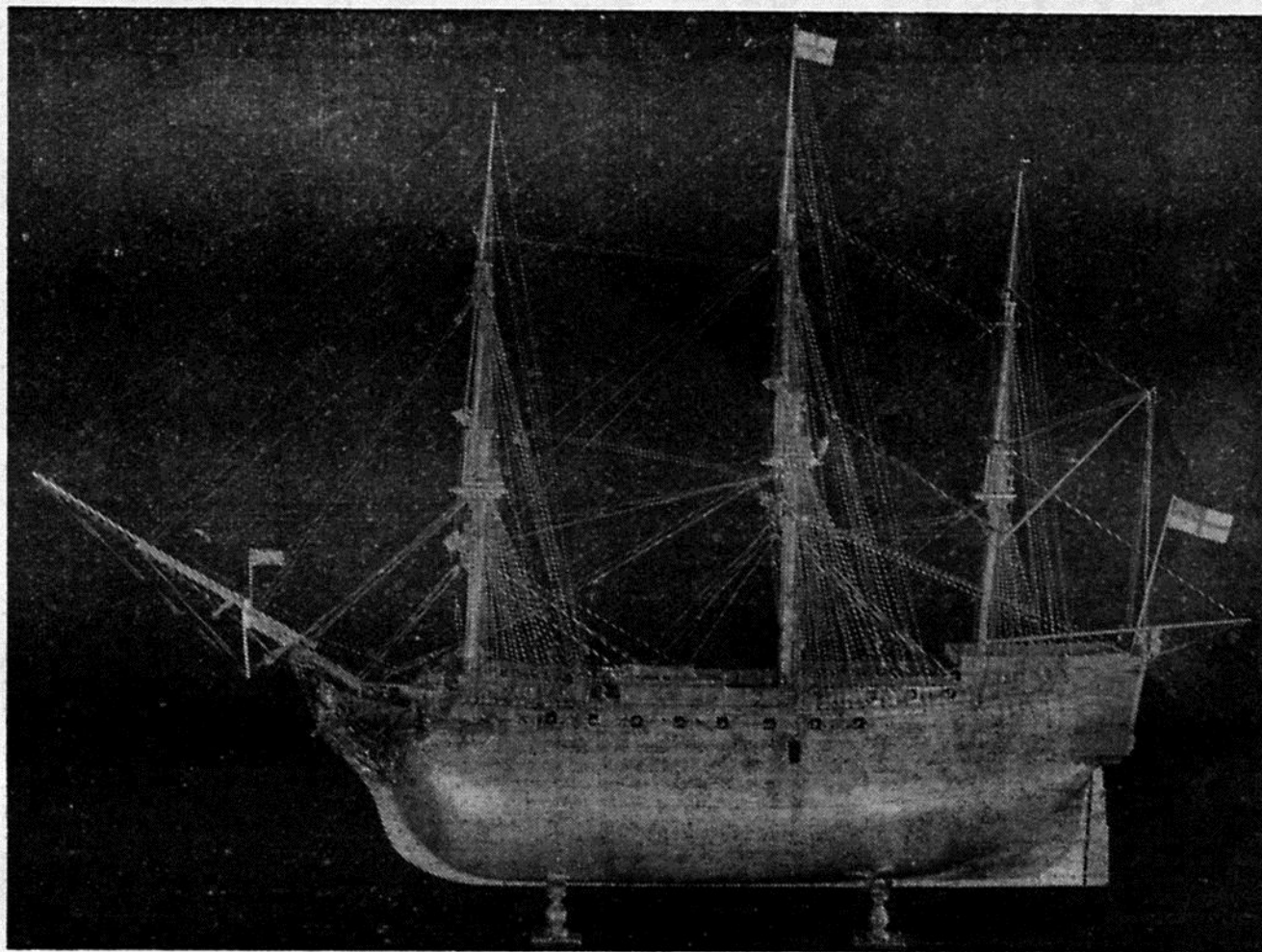
### PRESENTATION

As a token of their appreciation of the assistance received from the Solent Division over many years Lieut.-Cdr. Wyllie Hill presented a silver Armada dish to the wardroom and Cdr. J. S. Clarke, V.R.D., R.N.R., the executive officer of the Division acknowledged the gift.

Lieut. R. F. Linsell, R.N.R., the secretary of the Southampton Royal Naval Officers' Association ('Rathmore,' Spring Road, Lymington), says that the association would be glad to welcome new members and anyone interested should write to him for details.

The official disbandment of the Supplementary Reserve is to be celebrated with due ceremony at a dinner in the Painted Hall of the Royal Naval College, Greenwich, on December 16, at which the Duke of Edinburgh would be present.

## NAVY'S GIFT TO PORTSMOUTH



To mark the granting of the Freedom of the City of Portsmouth to the ships and Establishments in the Portsmouth area of the Portsmouth Command on May 7, a scale model of H.M.S. Victory was presented to the city. The superb model, almost three feet in length, is made of copper from Lord Nelson's famous flagship and heavily silver plated. Its cost was met by subscriptions from the officers and men serving in the ships and establishments for which the Freedom was granted. At the time of the presentation (July 28) it was not possible to obtain a suitable photograph, but in order that readers of 'Navy News' can have an idea of this magnificent example of the work of the model makers and silversmiths, this recent photograph was taken. The model occupies a place of honour in the antechamber to the Mayoral Suite.

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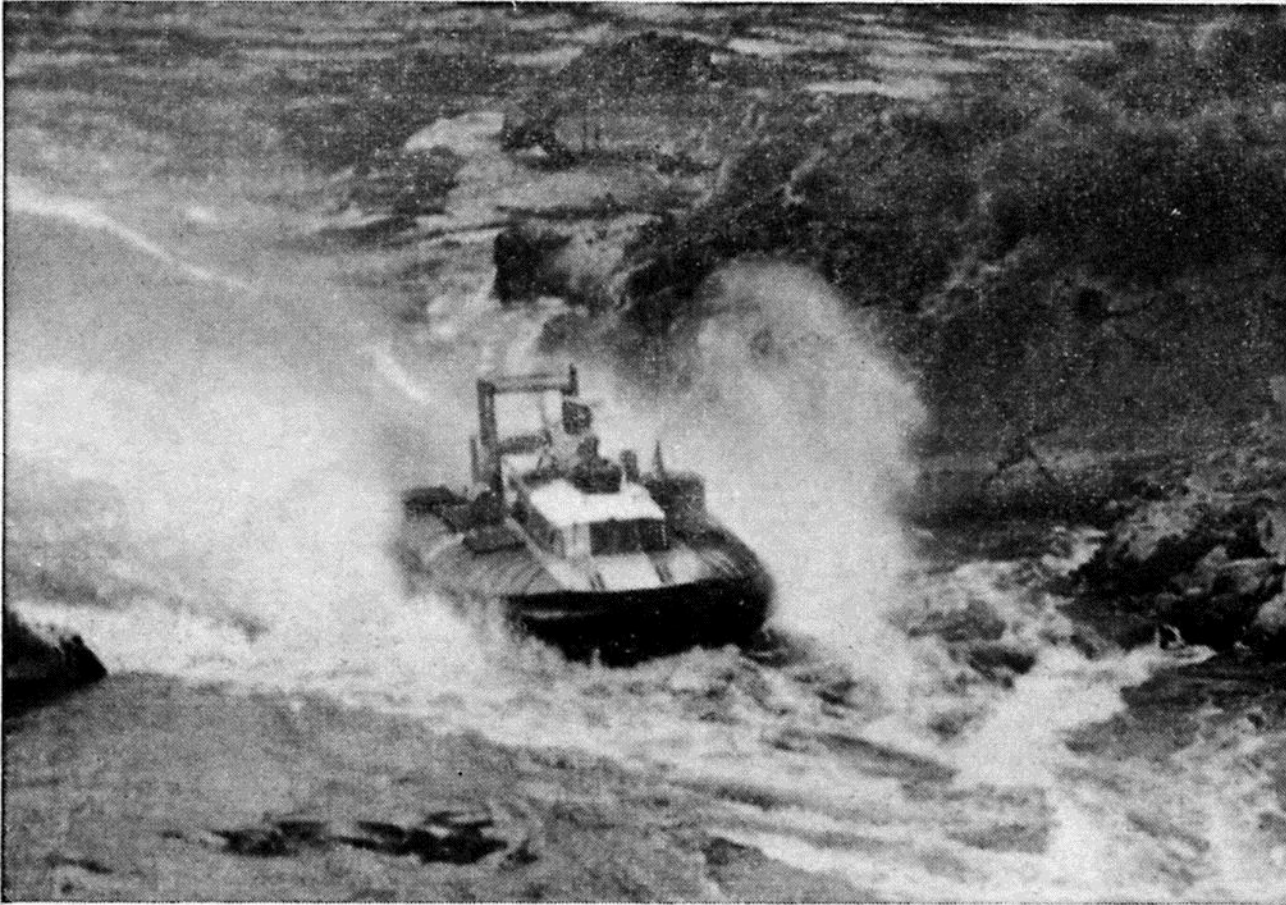
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# SHOOTING THE RAPIDS



The latest phase in the extensive Far East trials of the SRN 5 Hovercraft unit took place among the rapids of the twisting jungle rivers Rajang and Batang Balui in Malaysian Borneo. The picture shows one of the two hovercraft—operated by a joint Navy/Army team—negotiating the narrow and dangerous rapids near Sibul. During the trials a journey of 112 miles was covered in two and a half hours.

## MARINES ON RIVER PATROL IN SARAWAK

MEMBERS of 40 Commando, Royal Marines, based in Sarawak, are now operating river patrol, patrolling two major rivers and numerous tributaries in the First Division of Sarawak—the first time that river patrols have been carried out by a military unit in this area.

The main purpose of the patrols is to show the local inhabitants, Land Dayaks and Malays who live in longhouses and kampongs on the river banks—that the Security Forces are there to help and protect them. The Marines are also on the alert for any signs of Indonesian terrorist, or members of the Clandestine Communist Organisation, mainly dissident Chinese, who are very active in the Commando's area.

### 'WANTED' MEN CAUGHT

During a 'big flush' recently by the Marines no Indonesian terrorists were detected, but a river patrol rounded up three

C.C.O. members, including a group leader who was on the 'wanted' list. On another occasion 15 members of the C.C.O. were caught.

The river patrol group operates six long-boats, which were built at the nearby State capital of Kuching, and are fitted with powerful outboard engines. Already hundreds of miles of river have been covered, from close to the border to the coast, and many people have been met who have never seen a military patrol since confrontation started three years ago.

During patrols, which last from three to four days, stops are frequently made at the riverside dwellings, where the local inhabitants give the Marines a big welcome.

## RULERS OF ABOVE AND UNDER THE WAVES



The Flag Officer Aircraft Carriers, Rear-Admiral H. R. B. Janvrin, D.S.C., accompanied by members of his staff, called on the Flag Officer Submarines (Rear-Admiral I. L. M. McGeoch, D.S.O., D.S.C.) at Fort Blockhouse on November 16. Discussions on operational matters of mutual interest followed, with particular reference to the role of the Fleet (nuclear) submarine as an A/S escort to a carrier force. It has been announced that Admiral Janvrin is to become Deputy Chief of Naval Staff in succession to Vice-Admiral Sir Frank Hopkins, K.C.B., D.S.O., D.S.C., in April, 1966.

## CAN AMERICA SPARE A CARRIER?

INITIAL U.S. Naval reactions to suggestions that Britain might seek to buy a carrier of the war-built Essex Class have been lukewarm. While Britain's difficulties are appreciated the Americans point out that at present they have not got one to spare.

Congress has decreed that 15 attack carriers must be kept in commission. Until the new carrier John F. Kennedy is completed, probably in 1968, four of the Essex Class will have to remain in front-line service with a fifth available to replace any carrier withdrawn for an extended refit. Congress also demands that a further nine carriers, all of the Essex Class, should be available for A.S.W. duties. A further four of this class are for scrap, which leaves

six, including two now being used as helicopter carriers.

Of these six one is being used for anti-submarine duties, though she has an axial deck and only one has an angled deck. This is the prototype ship for the angled deck, the Antietam, which is in reserve. Since none of these ships has team catapults it is evident unless the Americans feel able to sell or lend a more modern carrier Britain will be faced with a heavy conversion bill—if, indeed, the idea of purchasing an American carrier goes ahead.

H.M.S. Armada will be towed from Chatham to the breakers' yard this month.

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## EARL MOUNTBATTEN VISITS YEOVILTON FOR TARANTO DINNER

ADMIRAL of the Fleet Earl Mountbatten joined the officers of the R.N. Air Station, Yeovilton, on November 11, at a Mess Dinner to celebrate and remember the 25th anniversary of the Battle of Taranto.

He was met at the Wardroom Mess by Cdr. J. W. Kelly, R.N., the Executive Officer of the Air

Station, and in front of the mess the only Swordfish still in flying condition was floodlit for the occasion.

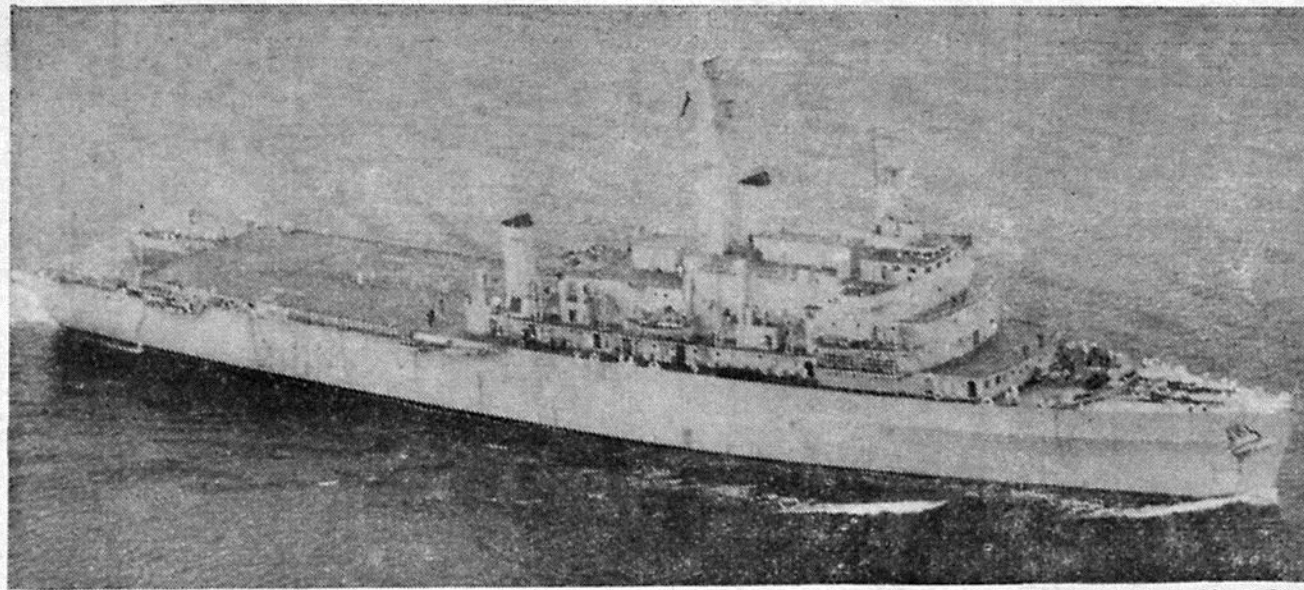
The Swordfish had been flown that day for a television programme featuring Major Oliver Patch, R.M., who took part in the battle. Major Patch was the only survivor of Taranto to be present at the dinner, and he had just made his first flight in a Swordfish for over 20 years.

With the Swordfish forming a suitable backdrop, Earl Mountbatten poses with (left to right) Capt. T. G. V. Percy, Vice-Admiral Sir Frank Hopkins and Rear-Admiral D. W. Kirke

### H.M.S. Excellent

The preacher at the Festival of St. Barbara, the patron Saint of the church in H.M.S. Excellent on December 5 (10.30) will be the Rt. Revd. F. N. Chamberlain, Chaplain of H.M.S. Excellent, 1947-48, and Chaplain of the Fleet, 1952-56.





## FEARLESS WILL PIONEER NEW ERA IN AMPHIBIOUS CAPABILITY

**H.M.S. Fearless**, the first of the two new Assault ships for the Royal Navy, commissioned at the Belfast shipyard of Harland and Wolff Ltd., on November 25. Commanded by Capt. H. A. Corbett, D.S.O., D.S.C., R.N., the Fearless is the most versatile ship yet designed for amphibious warfare and will pioneer a new era in British amphibious capability.

The entirely new class of ship is fitted out as a Naval Assault Group/Brigade Headquarters Ship and is provided with an Assault Operations Room from which Naval and Military personnel, working in close co-operation, can mount and control an amphibious operation.

### CAN CARRY TANKS

The Fearless is designed to carry heavy tanks and equipment and will be capable of landing troops of an Infantry battalion or Royal Marine Commando, and their vehicles, by landing craft. These craft will

be carried in the ship's dock and launched from a special compartment in the open stern which can be flooded, enabling the craft to be floated out.

It can land a military force complete with full supporting armour, including a squadron of tanks, or armoured Scout cars, or a complete unit of the Royal Engineers with their heavy equipment. It can operate a flight of assault helicopters by day or night. She will be equipped with the latest radio aids and her extensive transmitting apparatus will ensure

world-wide communication facilities.

Ships of this class have a displacement of 12,000 tons, a length of 520 feet and a beam of 80 feet. Four Seacat guided weapon systems will be fitted, together with two 40 mm. Bofor guns. Their main machinery will consist of steam turbines in two self-contained units, each driving one shaft.

The ship's company of 36 officers and about 490 ratings will have the most modern accommodation, as will the assault force. All living and working spaces are air-conditioned.

Capt. R. A. Gilchrist, R.N., has been appointed Chief of Staff to the Flag Officer Scotland and Northern Ireland in succession to Capt. T. N. Catlow, R.N.

The new assault ship undergoing builder's trials

## Skill and courage saves two

**THE Queen's Commendation for Brave Conduct** has been awarded to Lieut.-Cdr. John Trevor Rawlins, R.N., of Shearwater, Port Navas, near Falmouth, Flight Commander of the R.N. Wessex helicopter flight supporting operations by 'X' Company, 45 Commando Royal Marines, Aden.

An officer, an N.C.O. and a Marine were injured, the first two seriously, when the Company was heavily and accurately attacked by rebel mortar fire in the vicinity of the Khuraibah Pass, and the medical officer of the Company reported that neither would survive the night if they were not speedily evacuated.

The Company was on high ground, in rugged, mountainous terrain and it had been considered impossible to operate a helicopter into that area by night, and the only suitable landing site was just below the position on an uneven, rocky ledge, cut into the side of the hill in full view of the enemy positions.

### GUIDED BY TORCHES

Immediate evacuation, however, was essential, and it was decided to call for a casualty evacuation by night under the cover of heavy defensive fire. Lieut.-Cdr. Rawlins undertook the attempt without hesitation, flying entirely without lights and guided only by a triangle of torches at the landing zone, and by radio instructions from the Commando position.

By his 'outstanding skill and courage' Lieut.-Cdr. Rawlins undoubtedly saved the lives of the wounded officer and non-commissioned officer.

## ARETHUSA COMMISSIONS

**THE last Royal Navy ship** to be built at the yard of Messrs. John Samuel White & Co. Ltd., in Cowes, H.M.S. Arethusa, commissioned on November 24—a few hours after a sister 'Leander' class frigate, Juno, had been launched across the water at Woolston. The company is closing the shipyard section to concentrate on engineering work.

The commissioning ceremony was conducted by the Chaplain of the Fleet, the Ven. R. W. Richardson, the Rev. R. Gwilym Williams, Principal Chaplain of the Church of Scotland and Free Churches, and Monsignor G. E. C. Pitt, Principal Roman Catholic Chaplain (Naval).

The principal guest at the commissioning ceremony was Lady Hamilton, wife of Admiral Sir John G. Hamilton, Commander-in-Chief, Mediterranean, who launched the ship on November 5, 1963. She cut the commissioning cake and was presented with a bouquet by Leading Seaman Graham Thompson, who was dressed in the naval rig of Lord Nelson's time.



## NEW FONAC'S FIRST OFFICIAL DUTY

**ON November 4** the new 893 Naval Air Squadron became the first squadron to formally commission at R.N. Air Station, Yeovilton, for over four years.

Commanded by Lieut.-Cdr. G. P. Carne, R.N., who read the commissioning warrant at a simple ceremony, 893 Squadron is equipped with the Sea Vixen FAW 2 aircraft and will eventually embark in H.M.S. Victorious next year. The 190 officers and ratings who form the squadron are on a General Service Commission.

The guest of honour was Vice-Admiral D. C. E. F. Gibson, the Flag Officer Naval Air Command. Watched by families and friends of the new Squadron, Vice-Admiral Gibson said how pleased he was that his first official duty as F.O.N.A.C. was to attend this commissioning at Yeovilton.

Cutting the commissioning cake in the Heron Club at Yeovilton. Vice-Admiral D. C. E. F. Gibson, Capt. T. G. V. Percy and Lieut.-Cdr. G. P. Carne

## 'OLD LIONS' REUNION

**SOME 60 veterans** of the battle-cruiser H.M.S. Lion (1912-1924), attended a reunion on board the present cruiser H.M.S. Lion at Portsmouth on November 25—the 47th anniversary of Lion leading the German High Seas Fleet into Scapa at the end of the First World War.

The visitors were shown round the ship and later met Admiral of the Fleet Earl Mountbatten, who joined the old Lion as a midshipman.

The battle-cruiser Lion had eight 13.5-inch guns and 16 four-inch. She was the first ship to cost over £2 million.

## Mercy mission by hovercraft

**THE British Inter-Services Hovercraft Unit**, which spent six months in Malaysian Borneo carrying out extensive trials under varying conditions, is now continuing experimental work in Singapore before returning to the United Kingdom.

The combined Royal Navy and Army team, under the command of Major Roger Harris, R.C.T., spent five months at Tawau in Sabah where the two Westland SRN5 hovercraft were tested over swamps, beaches, mud flats and narrow rivers. The last month was engaged in trials over rapids from Sibu in Sarawak.

One of the unit's last jobs before returning to Singapore was a mercy mission at night—the first one they had ever performed.

An emergency call came through that a Chinese woman from Kapit, 30 miles from the unit's base, was seriously ill after giving birth.

Within half an hour one of the hovercraft was made ready and was soon speeding up the Rajang River on its way to Kapit. There the woman, accompanied by a nun nursing

sister, was quickly put aboard and taken to Sibu, where she was rushed to hospital by ambulance. Later both the woman and her child were said to be "doing fine."

### 300-MILE TRIP

While at Sibu trips were made along rivers far into the jungle interior. Longest passage was to Long Jawi, 300 miles away along twisting Rajang and Batang Balui Rivers.

Night journeys by river were also made. One of 94 miles from Kapit to Sibu is believed to be the longest undertaken by hovercraft in darkness.

Indians living in remote areas were terrified when they first saw the hovercraft riding on a cushion of air over rapids which their long boats could not negotiate. Eventually they became firm friends.

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## RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £3,535,631 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £662,487 to kindred organisations and Children's Homes; and £443,364 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

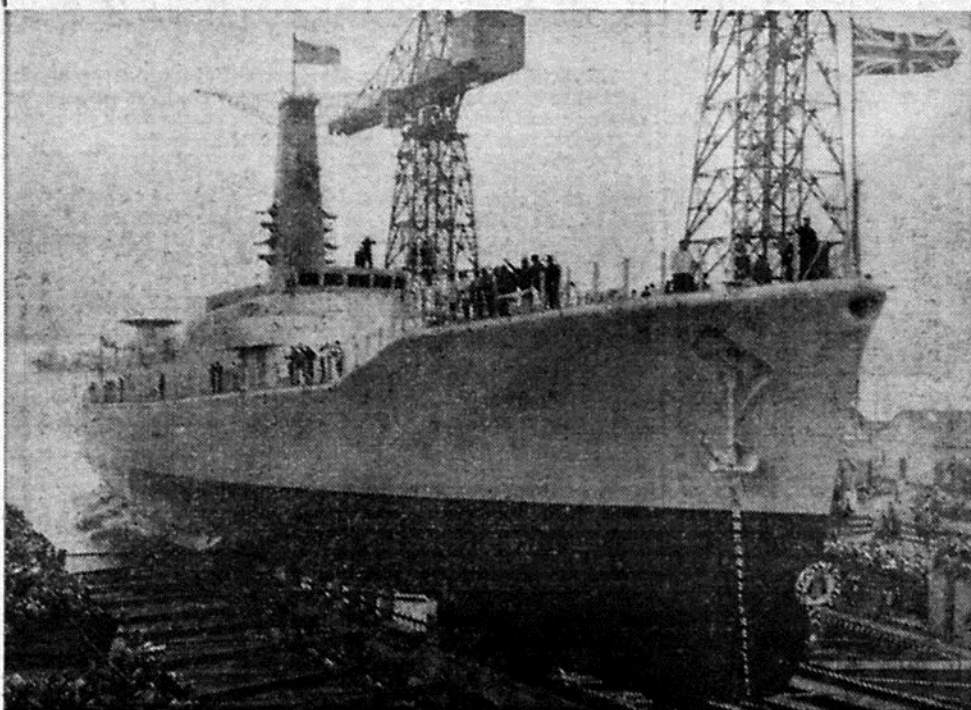
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## TAKING TO HER ELEMENT



H.M.S. Danae, the 'Leander' class frigate taking to the water in H.M. Dockyard, Devonport, on October 21, 1965. The naming ceremony was performed by Miss Anthea Talbot, daughter of Vice-Admiral Sir Fitzroy Talbot, the Commander-in-Chief, Plymouth, who was deputising for her mother, Lady Talbot, who was indisposed. Among the guests at the launching was Mr. J. P. W. Mallalieu, Parliamentary Under-Secretary of State for Defence (Navy). At a reception after the ceremony Rear-Admiral A. J. Cawthra, the Admiral Superintendent of the Dockyard described Miss Talbot as "a charming and splendid deputy." The religious service was conducted by the Reverend G. K. Giggall, B.A., R.N., Chaplain of H.M.S. Drake and the Dockyard. As with other ships of the class a high standard of living accommodation has been achieved for the ship's complement of 17 officers and 246 ratings.

## Peruvian ships commissioned at Portsmouth

ON October 8 at Portsmouth, six 110-foot diesel-engined fast patrol boats, designed and built by Vosper Ltd. for the Peruvian Navy, were commissioned.

Following a reading of the official resolution establishing the fast patrol boat flotilla, command was handed over by Admiral Hernan Vasquez

Lapeyre, Peruvian Naval Attache, to the Flotilla Commander, Cdr. Guillermo A. Villa Pazos, and he, in turn, handed over command of each ship to her commanding officer.

The ships, with the 'mother-ship,' B.A.P. Independencia, sailed for Peru on October 15.

Provision is made for the ships to be armed for the gun-

boat, torpedo-boat or minelayer roles. The complement of each is four officers, four chief petty officers and 17 junior ratings.

## In Memoriam

Raymond Impson, Petty Officer Air Fitter, L/FX. 854545, H.M.S. Seahawk. Died September 28, 1965.  
Malwyn Davies, Electrical Mechanic 1st Class. C/M.974427, H.M.S. Loch-invar. Died October 14, 1965.

David Francis Gray, Ordnance Artificer, 1st Class. D/M. 928754, H.M.S. Ocelot. Died October 16, 1965.

Arthur Butler, Petty Officer Electrician, P/MX. 833581, H.M.S. Burnaston. Died October 25, 1965.

Wilfred Vissenga, Chief Petty Officer, P/JX. 154748, H.M.S. Gurkha. Died October 26, 1965.

Lieut.-Cdr. Francis Digby Boileau Read, R.N. H.M.S. President. Died October 27, 1965.

Surg.-Cdr. (D) Ernest Edward Reed, L.D.S., R.N. H.M.S. Drake. Died November 1, 1965.

Peter John Godfrey Danells, Corporal, Royal Marines. R.M. 19528, 40 Cdo., R.M. Died November 4, 1965.

David Irvine, Petty Officer Stores Assistant, D/MX. 849453, H.M.S. Fulmar. Died November 5, 1965.

Leslie Esmond Beadle, Quarter Master Sergeant, Royal Marines, Po/X.3017, R.M. Barracks, Eastney. Died November 7, 1965.

Gordon Keith DeGare Hussey, Marine. R.M. 18509, 41 Cdo. R.M. Died November 8, 1965.

Commander Peter Douglas Davey, R.N. H.M.S. St. Angelo. Died November 10, 1965.

Sub-Lieut. Richard John Dall, R.N. H.M.S. Owen. Died November 14, 1965.

George Eider, Able Seaman. D/J.981556, H.M.S. Terror. Died November 14, 1965.

Acting Sub-Lieut. Richard Paul Carpenter Britannia Royal Naval College, Dartmouth. Died November 22, 1965.

Midshipman David Kelvin Hodges, R.N. H.M.S. Goldcrest. Died November 23, 1965.

## Eskimo thanks Sheba



When H.M.S. Eskimo visited Aden at the beginning of October, the President of the C.P.O.s' Mess, (C.P.O. Gordon Hopewell) presented the President of the C.P.O.s' Mess, H.M.S. Sheba (C.P.O.(M.E.) Ray Dennis) with the ship's crest, as a token of appreciation of the hospitality extended by Sheba's Chief Petty Officers and Petty Officers. Included in the photograph are C.P.O.M.E. Dennis, E.A. Prowse, R.P.O. McGaw, C.P.O. Wtr. Carter, C.C.Y. Rundle, C.R.E.A. Griffin, Ch. Elect. Fayle, C.P.O.M.E. Hopewell, R.Mech. Toes and Shpt. Noble.

## NIGHT ENCOUNTER

### Or one that got away

BY 'CHARIOT'

"SUBMARINE in sight, right ahead." This warning from A.B. Golding, starboard lookout on the bridge of my ship 22 years' ago, set in motion a sequence of nightmare events which showed that naval training and discipline are not infallible.

Emerging from the mist, not 200 yards away, was a fully surfaced German U-Boat, so close that you could have hit it with a spud. In fact, if the submarine had maintained its course there would have been a collision.

The Second World War was two years old. I was serving as second officer of the Watch—a 'Makee-learn'—in a fleet destroyer, the senior ship of a group escorting a North Atlantic convoy.

We were stationed ahead of our charges. It was 11 p.m., cold and wet, with visibility almost nil. The captain's custom was to come on the bridge, just before he turned in, to write night orders and 'put the convoy to bed.' His asdic officer and chief yeoman attended during these brief duties.

### CASH AND BEER

A final look round. Then the captain said that if anyone saw a submarine on such a night, he

would give him £5. Lieut. Boyle, the asdic officer, added that his contribution in such an event, would be a bottle of beer. A minute later A. B. Golding's yell caused our rude awakening.

### A SITTING DUCK

Every destroyer's ambition was to sight a U-Boat—this was our first. Mother Fortune presented us with a sitting duck—a one in a million chance. The chief yeoman was the first to react. The signal book laid down that when a submarine was sighted the convoy should be warned by a series of blasts on the siren. He pulled the lever. The siren shrieked.

This alerted the officer of the watch in the U-Boat who, until then, had not seen us. We saw him bolt down the conning tower hatch and the submarine started a crash dive.

Our captain, known as 'Flash Alf' due to his ability as a ship-handler, decided to ram. "Full ahead together" he barked down the voice-pipe. The seaman on the engineroom telegraphs was having a nap—a moment 'up the line.' He heard "Full" but did not catch the second part of the order. However he made a quick appreciation as he knew that the ship was steaming in poor visibility.

### FULL ASTERN!

"We must be in danger of a collision" he summed up, putting the telegraphs to full astern. As the ship gathered stern-way,

our quarry submerged in a pool of bubbles.

"Open fire 'B' gun" was the next frantic order—the 4.7 just forward of the bridge was always kept manned. But the target was too close, the weapon could not be brought to bear.

In a few seconds the U-Boat had gone. It dived under the convoy where it knew detection would be difficult.

Meanwhile our engine orders were corrected. The ship circled astern of the convoy and we fired a shallow pattern of depth charges although asdic contact with the enemy was not made. There was nothing for it but to return to our station on the screen and continue our voyage into the night, sad and ashamed.

### A DIFFICULT LETTER

However, there was a postscript to the story. A. B. Golding received a cheque for £5 and a bottle of beer. Otherwise there was no glory. It is not known how 'Flash Alf' explained the incident in his report of proceedings. Writing an explanation for their Lordships must have required careful wording.

Later in the war the Admiralty banned submarine ramming. 'This had caused extensive damage to escort vessels and put them out of action for weeks. Submarines are to be sunk by gun, ahead-throwing weapon or depth charges,' we were told. In addition their Lordships did not approve of inaction in dockyards while ships were under repair, although the ships' companies had no complaints—they were able to enjoy some leave 'up the line.'

[Acknowledgement for this true war-time yarn is made to The Bosun's Call, the news-letter of the Durban branch of the Royal Naval Association.]

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## Sombre words at Writers' dinner

THE Portsmouth branch of the Royal Naval Writers' Association held its annual dinner on November 26 to mark the 78th anniversary of the foundation of the Association, about 160 serving and ex-serving Writers being present.

Proposing the toast of The Association Mr. Straw hoped that the obvious happiness which permeated among the diners would be repeated year by year, even to 1987, the 100th anniversary.

In his reply the Portsmouth Chairman, Mr. F. Latham, expressed the concern of the officials of the Association about its finances. He said that new members were required—keen, active ones, and asked those present to point out to their colleagues who were not members the worthwhileness of the Association.

Without such an organisation it would be virtually impossible to arrange such a happy reunion as took place year by year.

The sombre words of the Chairman did not affect the enjoyment of those at the dinner—as always the whole evening was splendid—and both the young, and the not so young, mixed and reminisced, and looked forward to many more such enjoyable occasions.

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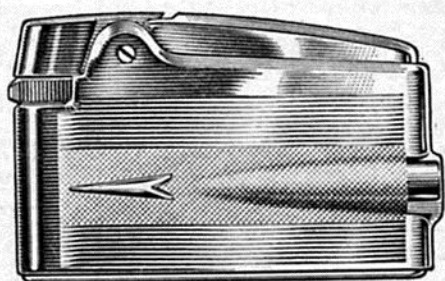
## Don't open till Christmas. Don't refuel till Easter.

**Ronson Varaflame lighters are special.** They run on clean, safe, tastefree butane gas. They never smell. Or smoke. Or leak. They light for months before you need to refuel. So if you get one for Christmas you shouldn't need to refill it until Easter. At least.

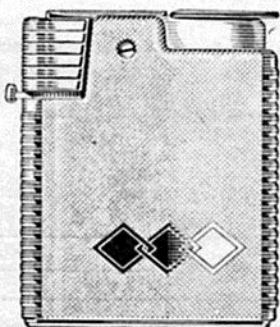
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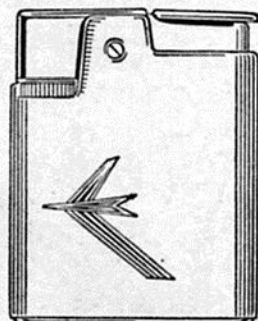
**Before Christmas gets any closer,** look at the full Varaflame range (three of them are shown below). Pick up each lighter. Handle it. Admire. Compare. Then choose. Carefully—whoever gets it will own it a long time.



Adonis



Windmaster



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Presentation of bouquet to the Mayoress by the branch chairman's wife, Mrs. W. Harding. Left to right: Shipmate W. Harding, Mrs. Harding, the Mayor of Port Talbot, the Mayoress and Shipmate J. Williams. (Photo.—Kenneth Owens, Porthcawl)

## START MADE ON ABERAVON AND PORT TALBOT'S £53,000 CLUB

THE Aberavon and Port Talbot branch of the Royal Naval Association held its first Trafalgar Ball on October 22 in the recently built Afon Lido Swimming Pool which was opened in June this year by the Queen.

The function started at 8 p.m. and went on, non-stop, until the early hours of the following morning. The mayor of Port Talbot, Councillor J. G. Lewis and the mayoress, Mrs. Lewis, the Town Clerk and his wife, Mr. and Mrs. E. Griffiths were present with many distinguished guests among the 350 members and friends.

The entertainment's secretary, Shipmate J. Williams, and a founder-member of the branch, put in a lot of hard work, and he and his committee well earned the many congratulations that were voiced by those present.

### LOOKING FORWARD

Members of the branch are looking forward to the next occasion, when it is hoped that one of H.M. ships may be visiting Port Talbot.

During the evening it was announced that after three years of work and worry the branch had, that very week, made a start on its new £53,000 social club on the western end of Port Talbot sea front. This will be opened in the latter half of 1966. Our reporter from Port Talbot forwarded a sketch of the new building which, unfortunately, we cannot reproduce in 'Navy News,' but its appearance will not only be an asset to Port Talbot, but will also enhance the reputation of the Royal Naval Association in the area.



After the unveiling of the plaque in Coventry Cathedral. Mrs. E. M. Skelly, Mrs. Dyer, Mrs. Hedley, Mr. E. M. Skelly (a founder member of the Coventry Old Hands' Association), Mr. McDougall and Mr. G. Connell. The plaque can be seen on the right of the picture. (Photo.—E. C. Paice, Coventry)

## First Memorial for Coventry Cathedral

### MEN OF H.M.S. COVENTRY HONoured

THREE former captains of H.M.S. Coventry and 70 men who once served in the cruiser, together with about 150 relatives and friends were present in Coventry Cathedral on October 23 when the Third Sea Lord, Vice-Admiral H. R. Law, who was once gunnery officer of the ship, unveiled a plaque in memory of the 67 members of the ship's company who died in the Second World War.

The three captains were Capt. R. J. R. Dendy, Capt. W. P. Carne and Capt. D. Gilmour, and one of the lessons at Evening-song which preceded the unveiling was read by the Rev. D. L. Peyton Jones who was commanding officer of the Royal Marine detachment on board Coventry when she was sunk by German dive bombers in 1942.

The plaque, of polished brass, which bears the inscription 'H.M.S. Coventry. Sunk off Tobruk, 14th September, 1942. This has been placed here by the survivors in memory of their shipmates killed in action,' has been placed in the cathedral's Navy Room. Beneath the plaque are the 67 names on brass plates

set into a roll of honour of translucent marble.

### FIRST MEMORIAL

The Provost of Coventry, the Very Rev. H. C. N. Williams, said that the placing of memorials in the cathedral had been deliberately avoided and there were none. The war dead of H.M.S. Coventry were the only people to be thus honoured.

Four sisters from Wolverhampton attended the ceremony and one of them, Mrs. E. Bull, wore the Victoria Cross posthumously awarded to their brother, P.O. A. E. Sephton. P.O. Sephton was killed in the ship in an action off Crete on May 18, 1941, when he was directing anti-aircraft fire against enemy bombers. His was

the first V.C. awarded in the Mediterranean during the Second World War.

The Third Sea Lord, like the other ex-shipmates of H.M.S. Coventry is a member of the Old Hands' Association of H.M.S. Coventry which now has a membership of 154 members. It was formed several years ago after a chance meeting between Mr. E. M. Skelly, who was an acting leading seaman and Mr. F. Riden who was an able seaman when the ship was sunk.

The precentor, Canon J. W. Poole, conducted the service and among other clergy taking part was the Rev. E. P. Reade, Vicar of Binley, who was formerly a commander in the Royal Navy. The Lord Mayor and Lady Mayoress of Coventry, Alderman and Mrs. W. Parfitt, were present.

## Tyne Branch now in new club

ON Remembrance Sunday 40 members of the Tyne branch of the Royal Naval Association braved the elements and took part in the city's Armistice Parade, marching with the naval contingent. Wreaths were laid on behalf of the Royal Naval Association and the Submarine Old Comrades' Association.

After the parade all were well entertained at the R.M.F.V.R.'s headquarters, where a lot of 'lamp-swinging' took place.

By the time this report appears in print the Tyne branch will be in their new club. It is hoped to have the club officially declared open early in December by Rear-Admiral E. N. Sinclair, C.B., D.S.C., the Naval Regional Officer for the North-East.

The Commodore, R.N. Barracks, Portsmouth has presented the branch with the nameplate and crest of the last H.M.S. Newcastle and members are now hoping to get a crest from H.M.S. Tyne.

# RED BARREL

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## BIG CROWD AT WEAR'S DINNER

WHEN the Wear branch of the Royal Naval Association held its dinner dance on Trafalgar Day, 180 shipmates, their wives and friends had a most enjoyable evening. Shipmate K. Nelson was the M.C. for the occasion and everything went with a swing.

The association's reunion at the Festival Hall on October 30 was so much enjoyed by the 40 shipmates and wives, who spent the week-end in London, that twice that number have already intimated that they will be booking for the 1966 reunion.

The branch Standard was well to the fore at the local civic parade on Armistice Sunday and a goodly number of shipmates attended.

### We will remember them

Shipmate J. P. Cotter, Founder member and first President of the Weymouth branch. November 21.  
Shipmate 'Doug' Bruin (50). October 7. Member of the Durban, Port Natal, branch.  
Shipmate G. Hitchin (74.) A member of the Wear branch.



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The Chairman and President of the Belfast branch with other officers, shipmates and some of their guests.—Standing: T. Brown (Secretary); Surg. Capt. (D) M. Bennett, V.R.D., R.N.R. (National Council Delegate); Lieut. (S) R. D. Rolston, R.N.R.; Capt. H. E. Smith, V.R.D., R.N.R. (C.O. Ulster Division, R.N.R., H.M.S. Caroline); Cdr. W. T. Blunt, R.N.; Lieut.-Cdr. A. Niblock, R.N.V.R.; Capt. F. M. A. Torres-Spence, D.S.O., D.S.C., R.N. (ret.); Capt. R. Boyd, D.S.O. and Bar, D.S.C., R.N. (ret.). Seated: Capt. G. W. Dibben, O.B.E., R.N.; Cdr. C. A. R. Shillington, C.B., V.R.D., A.D.C., R.N.V.R.; Vice-Admiral Sir A. Hezlet, K.B.E., C.B., D.S.O. and Bar, D.S.C.; Lieut. J. C. Bartlett, R.N.V.R. (Chairman, Belfast branch); Capt. Sir R. Pym, K.B.E., V.R.D., D.L., R.N.V.R. (President, Belfast branch); and Capt. D. V. M. Macleod, D.S.C., R.N. (Senior Naval Officer, Northern Ireland)

## NAVY NEVER HAD BETTER SHIPS OR MEN TO MAN THEM

### Guest this year—Member next

WHEN the 11th Annual Dinner of the Belfast branch of the Royal Naval Association was held on November 6, there were 200 shipmates and representatives from the Bangor, Lisburn and Portadown branches, together with representatives from the Royal Artillery Association, the Royal Ulster Rifles' Association, the Royal Iniskilling Regimental Association, the British Legion, the Burma Star Association and the Northern Ireland Disabled Ex-Servicemen's Association.

The principal guest was Capt. D. V. M. Macleod, D.S.C., R.N., the Senior Naval Officer, Northern Ireland. In proposing the toast of the association he explained the sad task he had when he took over command of H.M.S. Sea Eagle of announcing its impending closure.

He remarked that although there was sadness in London-derry he hoped that shipmates would give encouragement to young men to join the Royal Navy. He had commanded a British and a N.A.T.O. squadron in the past 18 months and this experience convinced him that the Navy had never had better ships or better men to man them.

Vice-Admiral Sir Arthur Hezlet, president of the association in Ireland, in his response reported on the progress the Royal Naval Association was making in Ireland.

### First official dinner was at R.N.A. function

THE first official dinner in the thorough that the Mayor of Bridport, Mr. W. E. Hix, and the Mayoress attended, was the annual dinner of the Bridport branch of the Royal Naval Association and, in proposing the toast of 'The Association' he said that he was impressed by the objects and aims of the Association.

The president of the branch, Admiral Sir Gerald V. Gladstone, who replied to the toast, referred to the comradeship learned in ships. He spoke, too, of Admiral of the Fleet Sir Henry Oliver who was a Vice-Admiral when Sir Gerald was a Midshipman and who died recently at the age of 100, and of Lord Hall who started life as a miner and was appointed First Lord of the Admiralty by the immediate post-war Labour Government.

The branch chairman, Shipmate L. J. Roche proposed the toast to the guests. Among the many guests were Colonel P. J. Roper, representing the British Legion, and Mrs. Roper; Shipmate J. F. May, chairman of the National Council of the Royal Naval Association, and Mrs. May; Mr. M. Sharrock, chairman, Bridport and Lyme Regis branch, R.A.F. Association, and Mrs. Sharrock; Shipmate E. (Continued in column 2)

Capt. G. W. Dibben, O.B.E., R.N., Superintendent, R.N. Air Yard, Sydenham, proposed the toast of the Belfast branch and spoke of the cordial relations existing between the Navy and the Belfast branch and of the part played by the shipmates in welcoming visiting ships to Belfast.

Capt. Sir R. Pim, R.N.V.R., replying said he was happy to report that the Belfast branch was in very capable hands under the chairmanship of Shipmate Lieut. J. C. Bartlett, R.N.V.R., Shipmate D. Campbell, vice-chairman, Shipmate T. Brown, the secretary, and Shipmate R. Keeney, the treasurer, and a very active main committee. Plans were under way to renovate the branch and club headquarters. Sir Richard recalled his service

in H.M.S. Renown, and spoke of a young midshipman who was serving at that time, and accordingly it was a great pleasure to him to see Capt. Macleod present that evening.

#### A NEW MEMBER

Shipmate Lieut. R. D. Rolston, R.N.R., proposed the toast to the guests and Capt. H. E. Smith, V.R.D., R.N.V.R., replied, announcing that although he was a guest this year he would be present at the next annual dinner as a member of the Belfast branch.

Shipmate G. E. Simms who for 17 years served on the branch main committee and social committee, was presented with a life membership of the association by the president in recognition of his services to the Belfast branch.

Members of the branch send greetings to all shipmates, with special reference to those in the fleet serving in H.M. ships Tiger, Centaur, Kent, Dido, Berwick, Brave Swordsman, Brave Borderer and Olympus.

## GOSPORT VISITS JERSEY

FORTY-THREE members of the Gosport branch of the Royal Naval Association made the first visit of any association branch to the Jersey branch during October, and Jersey went to great lengths to make the visit most enjoyable in every aspect.

The party was due to arrive on the Friday evening, but fog prevented touch-down until Saturday morning. The visitors were met at the airport by members of the Jersey branch and escorted to the hotel where accommodation had been arranged.

A coach trip round the island occupied the afternoon and in the evening the visitors were entertained at a local hotel. In his speech of welcome the president of the Jersey branch said how pleased he and the branch were to receive a visit from such a worthy branch—substantial in membership, possessing their own club premises, part of which they had built themselves, but above all, rich in the spirit of comradeship befitting the association. He thanked the chairman and shipmates of the Jersey branch for the work they had put in to make the visit a success.

#### PRESENTATION

Shipmate J. Dent, vice-chairman of the Gosport branch thanked the Jersey shipmates for their warm welcome and presented a handsome plaque of the R.N. Association badge to the president. Shipmate D. Simons, chairman of the social committee of the Gosport branch also presented a similar plaque to Mrs. Hurry, the social chairman of the Jersey branch.

Games and competitions, ably directed by Cdr. A. J. J. Bayley, chairman of the Jersey branch, were enjoyed by the company until midnight when, in a final speech, Shipmate Dent thanked the hosts for their hospitality. "It was clear," he said, "that no effort had been spared to ensure the comfort and entertainment of the visitors."

The members of the Gosport branch returned home by air on the Sunday afternoon.



Left to right.—H. Parish (Secretary); J. McCarthy (ex-Secretary); Vice-Admiral Sir John F. D. Bush (President); S. Harding (Chairman) and J. Walker (Vice-Chairman). (Photo.—South London Photo Services.)

## PLACED HIS WINNINGS IN THE CHILDREN'S BOX

THERE was a large number of shipmates present to welcome the Branch President, Vice-Admiral Sir John F. D. Bush, K.C.B., D.S.C. and two Bars, when he visited the Battersea Branch of the Royal Naval Association recently.

He seemed to enjoy himself thoroughly and spent some time on the 'one arm bandit,' where his luck was good. His winnings, 22s., he donated to the Children's Box.


Sir John is now Vice-Chief of the Naval Staff and consequently a very busy man, and his visit was all the more appreciated by the shipmates. He has recently returned from Washington where he was Chief British Naval Officer, NATO Command.


Admiral Bush takes a very real interest in the affairs of Battersea Branch. He presented the Inter-Club Dart Trophies

and afterwards addressed the members.

As many shipmates will know the Battersea Branch will shortly be engaged in building a new club as the present one is being acquired under Town and Country Planning. The new site is quite near to the present one—in fact, across the road. Sir John asked to be kept fully informed with the project.

Unfortunately Lady Bush was unable to attend, but a bouquet was presented by Mrs. Harding, wife of the branch Chairman, from the branch, for Sir John to take home to Lady Bush.



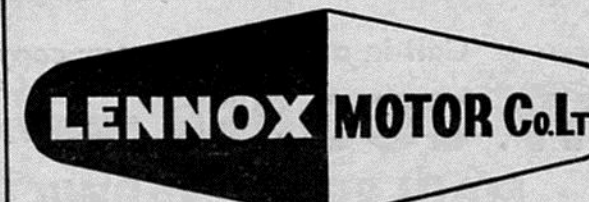
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1964 SUNBEAM RAPIER, green with beige interior, heater, screen washers, overriders, wheel trims, reversing lamp and cigar lighter	£675
1965 CORSAIR 4-door, Aqua blue with white roof and blue interior, heater, screen washers and wing mirrors	£675
1964 CORTINA ESTATE, white with red interior, heater, radio, screen washers and wing mirrors	£615
1963 CORTINA ESTATE, blue with white roof and blue interior, radio, heater, screen washers, wing mirrors and seat belts	£575
1965 CORTINA 2-door de luxe, Aqua blue with blue interior, heater, screen washers and seat belts, 9,000 miles	£565
1964 MORRIS 1100, smoke grey with blue interior, heater and screen washers, one owner	£545
1963 SINGER VOGUE, grey with blue interior, heater, screen washers and wheel trims	£535
NEW ANGLIA de luxe, Ambassador blue with blue interior, heater and screen washers, unused, cancelled order, a saving of £40	£535
1964 AUSTIN 1100, beige with red interior, heater, screen washers and radio, one owner	£535
1962 ZEPHYR '4', lime green and white with green interior, heater, radio, screen washers and wing mirrors	£465
1963 CORTINA 4-door de luxe, maroon and grey with grey interior, heater, column change, screen washers, overriders, wheel trims, seat belts, spot and reversing lamps and underseal	£465
1963 CORTINA 4-door de luxe, blue with blue interior, radio, heater and screen washers	£445
1963 CORTINA 2-door de luxe, grey and white with grey interior, heater, 15,000 miles, one owner	£445
1963 CORTINA 2-door de luxe, maroon and grey with grey interior, heater and screen washers	£435
1961 CONSUL de luxe, yellow with white roof and two-tone grey interior, heater and screen washers	£395
1963 ANGLIA de luxe, Aqua blue with blue interior, heater, screen washers and wing mirrors, one owner, 10,000 miles	£385
1962 CLASSIC 4-door de luxe, lime green and white with grey interior, radio, heater, screen washers, wing mirrors, seat belts and underseal	£375
1963 (Dec.) HILLMAN IMP, sky blue with grey interior, heater and screen washers, one owner, 16,000 miles	£375
1962 (Dec.) CORTINA 2-door de luxe, blue with blue interior, heater and screen washers	£365
1962 ANGLIA de luxe estate, grey with red interior, heater and screen washers	£355
1961 HILLMAN MINX, green with green interior, heater	£325
1961 COMMER COB ESTATE, red with beige interior, heater	£295
1961 ANGLIA de luxe, maroon and grey with grey interior, heater and screen washers	£295
1960 VAUXHALL VICTOR, grey and black with red interior, heater and wheel trims, two owners	£275
1961 AUSTIN MINI de luxe, green with grey interior, heater, screen washers, wing mirrors, overriders and wheel trims	£265
1959 POPULAR, yellow with grey interior, heater and seat covers	£215
1960 POPULAR de luxe, white with red interior, heater	£195
1955 CONSUL Mk. 1, green with beige interior, heater	£145

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# UNITED SERVICES SHOCK DEFEAT

(BY TOUCH JUDGE)

IN their last seven games (to and including that against Bath on November 27), the United Services (Portsmouth) Rugby Football team had won three matches, lost three and drawn one. Points 'for' were 66, 'against' 74. Up to and including the Bath match U.S. had played 14 matches, won 9, drawn 1 and lost 4. Points 'for'—198; 'against'—121.

The team was expected to beat the Old Millhillians and its defeat, 3—11, was a shock. Losing the toss U.S. had to face a gale force wind and were pinned in their own half for long periods. Early in the second half, with the Old Boys leading by 8 points to nil, and with the gale behind them, it was felt that the Services could win. Peter Golding scored a penalty, but the tactics of the side seemed to be wrong. They were trying to run with the ball inside their opponents' half instead of using

the wind and kicking for touch.

## GOOD RUGBY

Some good rugby was seen in the match against the Fleet Air Arm which resulted in a win for the Services by 14 points to 6, although the Fleet Air Arm scored first through a penalty by Newlands.

At half-time the score was U.S. 5 points, F.A.A. 3 points, but early in the second-half the Air Arm took the lead with a try by Millbank, which was not converted. Heavy pressure by

the Services then resulted in tries by John Pearson, Dave Hambrook and Roy Surplice.

The Services were much the better team in the match with Middlesex Hospital, which resulted in a win (16 points to 6). At half-time, after a try by John Pearson, converted by Peter Golding, the Services were losing 5 points to 6, through two penalties. In the second-half Peter Golding put the U.S. back in front with a penalty goal and this was followed by a try by Jim Casey which was not converted. In the last few minutes Jim Casey scored again and Peter Golding converted.

Many distinguished rugby personalities were present at the match with the London Scottish, won by the Scottish by 29 points to 9. Guest of honour was D. Thom, president of the S.R.F.U. and London Scottish. Among others present were the legendary half-backs Kershaw and Davies.

## LONDON SCOTTISH WIN

The game started on an even note with the Services giving as good as they got and at half-time they were leading 9 points to 8. In the second-half constant Scottish pressure brought its reward and this fine side scored 21 more points, while the Services, who played really well, failed to increase their half-time score. It was a great match and the score certainly does not reflect the true story of the game.

In the evening many Old Internationals were present at the dinner in the wardroom mess of the Royal Naval Barracks. Old friends present included Brian Vaughan, Jack England and Squire Wilkins.

Back on the winning trail once again the Services beat the

Royal Marines—12 points to 8. The margin of victory should have been greater. The Royals had to face a gale in the first-half and were soon in trouble. Peter Golding scored an easy penalty after five minutes.

The Royals were being outplayed at this time, but on the odd occasions when they did attack the Services line they looked dangerous. It was from one of these attacks that they scored when Hooper pounced on a loose ball to go over. Gilmour converted. Just before half-time Golding added a further penalty to give the Services the lead.

## ROYALS OUTPLAYED

Early in the second-half the Services launched attacks which brought scores. The Royals pack although outplayed stuck to their task manfully and showed plenty of dash in the loose, but the conditions did not allow for good running with the ball.

On a dreary wet day with very poor light the Services held St. Mary's Hospital to a draw—6 points each, despite the fact that they had to play without John Pearson for the last 20 minutes. He had to retire with a cut face.

St. Mary's scored first (a try by Evans), after some bad tackling by the Services backs, but the Services pack fought back and when the Hospital side were penalised Golding put a fine kick over from 40 yards. At half-time the score was level—3 points each.

## INVALUABLE KICKER

The Services started the second-half well and once again Golding's kicking proved invaluable when he put the Services ahead with another penalty kick. Soon afterwards St. Mary's equalised with a penalty kick and only some desperate defending just after this prevented them from scoring again.

With 10 minutes to go the referee called for a white ball and this was the signal for some tremendous play by the Services forwards who only just failed to score on two or three occasions.

The match against Bath on November 27 resulted in Bath winning by 8 points to 6. The Services scored first with a penalty by Golding after only eight minutes' play. Twenty minutes later Bath equalised and then just before half-time Bath scored again with a try which was converted.

There was a strong wind against the Services in the second-half but they rallied finely and in the 73rd minute Williams crossed the line. Lavelle's effort at conversion was spoiled by a puff of wind which took the shot wide of the posts.

It was stated in the House of Commons on November 25, by Mr. George Brown, M.P., Minister for Economic Affairs, that the Government was to ask the National Board for Prices and Incomes for advice concerning the Biennial Review of Forces' Pay.

The Board is being asked to report not later than January 18 next, so as to allow the new rates of pay to be implemented on the due date, which is April 1, 1966.

## Victory Marines

AFTER a four-year break, a 14-strong detachment of Royal Marines is back on board H.M.S. Victory. The Royals were withdrawn in 1961 when the Corps was hard pressed to find men for their many commitments.

Lieut.-Cdr. C. W. Whittington, R.N., Commanding Officer of H.M.S. Victory, said the Marines will carry out normal duties, acting as guides, and adding to the ship's smartness on ceremonial occasions.

H.M.S. Chichester (Cdr. H. B. Parker, R.N.), arrives at Chatham from Rotterdam on December 1.

# Branch member took the 'hot seat'

THE British Legion Hall, Camberley, became a ship's mess deck on November 6 when 115 shipmates, their wives and friends of the Camberley branch of the Royal Naval Association held their annual dinner and dance. Cadets of the Camberley Unit of the Sea Cadet Corps were in attendance to act as ushers and buglers, and members of the Girls' Nautical Training Corps, in uniform, added to the colour of the scene.

It is the custom of the Camberley branch to have a branch member in the 'hot seat' as the Guest of Honour, and this year Shipmate E. Landells, a past Social Secretary was given a traditional bugle call accorded to V.I.P.s. when boarding one of H.M. ships as he and Mrs. Landells were escorted to the seat of honour by the branch President, Lieut.-Cdr. M. Chappell, R.N., Mrs. Chappell and Capt. D. P. Trentham, vice-president.

Shipmate S. V. Head, the secretary of the branch, sounded eight bells and said grace. Throughout the evening he acted as toastmaster.

In proposing the toast of the Association Shipmate W. Pibworth, (Area Councillor and vice president) gave a brief outline of the work carried out by the National Council, noting that the membership of the Association was expanding rapidly. Some £3,400 had been devoted by branches in the past year to welfare work.

## LARGEST MUSTER FOR YEARS

The Chairman of the Camberley branch, Shipmate W. Gunns proposed the toast of 'The Guests,' stating that the muster was the largest of recent years. He paid tribute to Shipmate Landells who, although having left the district, remained a Camberley member. He wel-

comed the president of the Aldershot branch of the Association, the chairman, deputy area chairman and members of the Kenton and Kingsbury branch, the members of the Girls' Nautical Training Corps and the members of the Camberley Unit of the Sea Cadet Corps and last, but not least, the wives and friends of the members of the Camberley branch of the Association.

Shipmate Landells, in response, thanked everyone for the honour given to him and said that without the help of the branch members he could not have carried out his Social Secretary duties.

Shipmate Fidler, branch treasurer, informed those present that the Unit Commanding Officer of the Camberley Sea Cadets had been promoted to Lieut.-Cdr. R.N.R. (S.C.C.) The Camberley shipmates had been instrumental in fostering the Unit and it was pleasing that the Commanding Officer, Shipmate G. H. Loneragan, was a member of the branch and the Camberley shipmates congratulated him on a good job well done. Shipmate Loneragan said that he regarded the promotion as an indication that he had good officers and instructors striving to ensure that the 78 cadets were fitted contestants for the Annual award of a Sea Cadet Corps Pennant.

# A sword for the departing President

ALTHOUGH there was a full house at the headquarters of the West Ham branch of the Royal Naval Association on the occasion of the Annual Dinner and Dance, the enjoyment was tinged with a little sadness, for the branch president, Cdr. J. Russell, C.D., R.C.N., was making his final appearance before leaving the United Kingdom. The guest of honour was Capt. G. Britton, A.D.C., M.A., R.N., at present serving at the Royal Naval College, Greenwich.

After a good dinner and some sparkling speeches the branch chairman, Shipmate R. Merrigan thanked Cdr. Russell for his good work on behalf of the branch and presented him with a sword and, on behalf of the officers, instructors and

cadets of the Thunderer Sea Cadet Unit (Newham), Lieut. Abbott presented the president with an inscribed tankard.

Cdr. Russell promised to use the tankard as much as possible, but he considered that the sword was too beautiful to carry in the rain for fear of rust, but he promised to carry it on fine days, and would always treasure the gifts and also the fine comradeship he had always found in the branch.

## NEW PRESIDENT FOR SUBMARINE ASSOCIATION

LIEUT. K. A. Hall, R.N. (ret.) was elected President of the British Section of the International Submarine Association at the Section's 20th meeting at Cheltenham in September last.

Among the submarines in which the new President served was H.M.S. Thunderbolt (ex Thetis). He left that submarine just before she was lost on March 14, 1943, with all hands, sunk by the Italian sloop Cicogna.

The sixth International Submarine Gala is to be held in Paris at Easter next year and, with a membership of nearly 50 the British Section is hoping to be well represented.

The British Section holds meetings at the Jolly Brewmaster, Painswick Road, Cheltenham, on the first Saturday of every month, and any submariner, past or present, is always welcome.

Members recently visited Cardiff and were guests on board H.M. Submarines Otter and Walrus, and they also visited the Royal Canadian Navy frigate, H.M.C.S. Swansea, at Newport, on the same day. In the clubhouse of the Section there are a large number of plaques, and as a result of the day's outing, more were added. The International Submarine Plaque was presented to their hosts.

## SIX WINNERS

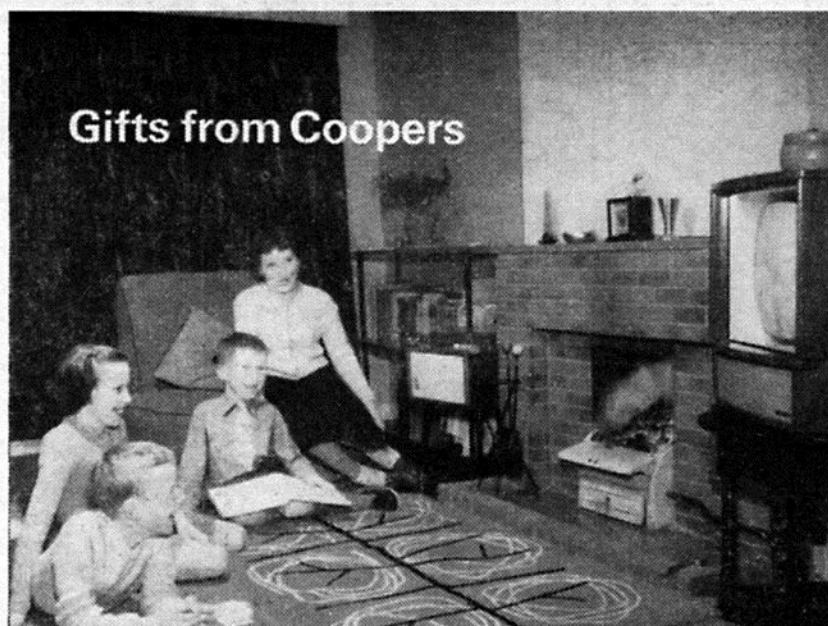
A friend of the branch, Mr. Page, had a most difficult task to pick out a winner for the best dressed man and woman but, with his usual generosity, he picked six winners and gave each a ticket to any show or theatre they desired.

The event was by far the most successful night the West Ham branch has had at the club, and those who had not dressed up agreed that the next time they would join in the fun.

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## 'Tuffy' the Postman

(By DESMOND WETTERN)

**D**URING the late summer and early autumn 30 U.S. Naval officers and ratings, working in three 10-strong teams, lived more than 200 ft. below the surface of the Pacific off the coast of California. Each team was down for 15 days.

Cdr. Scott-Carpenter, the former Astronaut, remained below for 30 days and his participation in the experiment was widely publicised. Not perhaps so well known was the work of 'Tuffy,' honorary member of No. 2 Team.

'Tuffy' is a 7-ft. long, 270 lb. male Atlantic bottle-nosed porpoise. He was recruited (drafted might, perhaps, be more accurate) into the U.S. Navy in 1962 and since then has undergone intensive training. He will now retrieve objects in the open sea and will respond when called by a special underwater sound-signalling system. He carries a receiver in a harness on his back.

During the Sealab experiment 'Tuffy' was used as an underwater 'postie,' delivering mail, newspapers and even the U.S. Navy's equivalent of 'Navy News,' called 'Navy Times.' He also carried guidelines to divers as a drill for use in case of their being lost underwater, and took small packages between divers.

It had been hoped that the divers might have encountered sharks to see what 'Tuffy's' reactions would have been to them. It was thought that he would probably have protected the divers—but unfortunately no sharks came close enough to allow this theory to be tested.

After a week's work 'Tuffy' was given V.I.P. treatment and was flown back to his tank at Point Mugu naval station by helicopter.

## Iveston visits own village

**W**HEN H.M.S. Iveston (Lieut. Cdr. Mark Ruddle, R.N.), visited Newcastle between October 28 and November 1, the ship's company entertained the villagers of Iveston, who have adopted the ship.

Each member of the crew received a birthday card from the village and the ship's company have already been entertained with true north country hospitality at the New Inn, Iveston.

Two visits to Newcastle had previously been arranged and then postponed because of operational requirement, but the visit materialised at last.

There was a tea party on board for 35 of the village children and a football match was played against the village team. On Sunday, October 31, the ship was open to visitors.

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**IVY.** See Trevol.

**888 SQUADRON** and Formidable. 1942-43. Best Wishes. "Scribes."

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Serving Naval personnel should apply through their Commanding Officer.

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**W. A. Garmston**  
Group Personnel Department  
E.M.I. Ltd.  
Hayes  
Middlesex





## Senior and Junior trophies go to H.M.S. Collingwood

THERE were almost perfect running conditions on November 2 when the Portsmouth Command Cross-Country races were held at H.M.S. Dryad and, for once, both the senior and junior trophies went to the same establishment—H.M.S. Collingwood.

The junior race, over three miles, attracted 12 teams, with a total of 96 runners, and after a hard-fought race App. Haran came home first in a time of 17 min. 17.2 sec., with App. Ratcliffe and J.R.E.M. Allen second and third—all three from H.M.S. Collingwood 'A' team.

The winning team scored 46 points and H.M.S. St. Vincent (51 points) and H.M.S. Ganges

(79 points) were second and third.

Capt. M. S. Ollivant, M.B.E., D.S.C., R.N., the captain, H.M.S. Dryad, started the senior race (six miles), 15 minutes after the juniors and spectators were able to follow both races. There was a field of 100 runners and P.O. Moralee (Vernon) was first home in 31 min. .07 sec., with

The Senior and Junior teams of H.M.S. Collingwood, their smiles denoting their pleasure at winning the trophies

A.B. Doran (Victorious) and P.O. Mitchell (Collingwood) second and third.

It was P.O. Moralee's first win, having been third, fourth and fifth on previous occasions.

H.M.S. Collingwood had four finishers in the first 10 and took the team award with 104 points. H.M.S. Victory coming second with 221 points and Vernon third with 261.

It was an enjoyable meeting and the spring championships and the Navy championships are looked forward to with considerable pleasure, particularly by P.O. Moralee, who says that he is running particularly well at the moment and has hopes of going well in the Navy Championships.

The organisers hope that in the spring championships more ships will enter teams and, perhaps, even give the Command Trophy 'some sea time.'

## CHALLENGE FROM THE 'ARK'

UNLIKE the long-distance runner, the athletes of H.M.S. Ark Royal have found little or no time for loneliness. Since their arrival on the Far East Station they have broken meeting and track records, taken on all-comers and set up unofficial records which they offer as a challenge not only to the Far East Fleet, but to all three Services.

Only one day after arriving in Singapore Lieut. David Brown, R.N., a Gannet pilot and

Steward Bob Meadows represented the Royal Navy in an inter-Services match, and set meeting records in their respective events of one and three miles.

### Four Yeovilton men swim against Wales

FOUR members of the R.N. Air Station, Yeovilton's swimming team have been swimming their way to success this year. Between them they hold many Inter-Service and Royal Navy records and on November 13 they represented the Combined Services in their match against Wales.

The Yeovilton team won the Naval Air Command Championship this year for the fourth year running and their coach and inspiration is P.O. (Air) J. Hayes. He swam in the individual medley, for which he holds the Inter-Service record, (3 min. 19.8 sec.). He came third in the match against Wales. He is also the R.N. champion and record holder for the 220, 440 and 880 yards freestyle, 100 yards butterfly and individual medley.

### BACKSTROKE CHAMPION

E.M. (Air) D. Wilson swam in the 100 yards backstroke and in the relay. In the backstroke he was second. He has been the Inter-Service Champion in the backstroke for two years and has equalled the Inter-Service record of 61.7 sec. He is also the Royal Navy Champion and record holder.

The present junior Inter-Service Champion and record holder (5 min. 4.5 sec.) for 440 yards freestyle is N.A.M. D. Gillard, and he represented the Combined Services in this event.

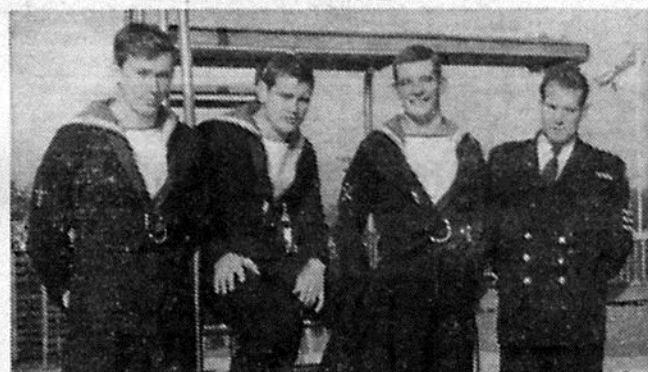
Their latest achievement, which they offer as an open challenge, is a relay in three legs and an individual run from outside the Hong Kong Hilton to the top of the Peak—a climb of 6,000 ft. over a distance of five-and-a-half miles. As a team they completed the course in 24 min. 45 sec.; as individuals Brown and Meadows ran it in 31.5 min., while the third was only 1.5 min. behind.

It is hoped that other ships, and other Services, will accept the challenge of their Hong Kong run, for who knows this could become a new "Cock of the Fleet" event.

The team is: Lieut. David Brown, R.N. (Combined Services and Hampshire); Steward Bob Meadows (Combined Services and Lancashire); Petty Officers Joe Clare, Phil York and Tommy Mercer (R.N. representatives); Leading Airman Dan Barker; Leading Steward Vic Bolton and R.E.M. Dennis Mack.



Mrs. Ollivant, wife of the Captain, H.M.S. Dryad, presenting the winner's trophy to Petty Officer Moralee



N.A.M. R. Ross, N.A.M. D. Gillard, E.M. (Air) D. Wilson and P.O. (Air) J. Hayes

H.M.S. Caesar arrives at Chatham under tow for de-equipping before subsequent disposal this month.

The last member from Yeovilton is N.A.M. D. Ross, who swam the 100 yards freestyle, coming third. He has been the Inter-Service Champion for two years, besides representing Scotland Juniors for water polo in 1964.

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